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號六十三百二千六第

日八十二月三年二第

HONGKONG, SATURDAY, MAY 7th, 1910.

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[a34-1]

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Hongkong, 29th April, 1909. [a1491]

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1ST FLOOR, ROOMS 2 and 3. From the  
University of Pennsylvania, U.S.A.  
Telephone 126.  
Hongkong, 27th January, 1910. [364]

SIEN TING  
SURGEON DENTIST  
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TERMS VERY MODERATE.  
Consultation Free.  
Hongkong, 21st September, 1905. [432]

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12.45 p.m. to 1.15 p.m. ... Every 10 minutes.  
1.15 p.m. to 1.45 p.m. ... Every 10 minutes.  
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.  
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JOHN D. HUMPHREYS & SON,  
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[a28]

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One Gallon will make 400 Gallons of Efficient Disinfectant. Perfect Emulsion in Water.

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[a1135]

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Every Comfort.  
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A. F. DAVIES, Manager.  
[a35]

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Ladies' Afternoon Tea-Rooms.  
Private Bar and Billiard-Rooms.  
Hot and Cold Water throughout.  
Electrically Lighted; Electric Fans (if  
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Tables D'Hotel at separate tables.  
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TELEGRAPHIC ADDRESS "COMFORT,"  
Hongkong.  
Hongkong, 16th April, 1910. [a542]

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ELECTRIC LIGHT, Hot and Cold Water  
throughout. Billiards, Tennis, Croquet,  
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Proprietress, Mrs. G. SACHSE.  
[a37]

### "BRAESIDE," PRIVATE HOTEL.

STANDING in its own grounds with Tennis  
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Well Furnished Rooms, every home comfort.  
Fine View of the Harbour.  
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"Braeside," 20, Macdonnell Road.  
Hongkong, 4th December, 1907. [a36]

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[a213] THE MANAGER.

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Both Hotels electrically lighted, and under  
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Every information and special attention given  
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[a1623]



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## SPECIALITIES:

STONE GINGER BEER	85 cents.
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[25]

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## BIRTH.

At Inverurie, Barker Road, on the 6th inst.,  
to the Hon. Mr. W. CHATHAM, C.M.G., and  
Mrs. CHATHAM, a son. [613]

HONGKONG OFFICE: 10A, DES VOGES ROAD G.  
LONDON OFFICE: 131, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, MAY 7TH, 1910.

THE announcement which appeared in our  
telegraphic news yesterday that it was the  
intention of the Admiralty to despatch  
two battleships, the "Triumph" and the  
"Swiftsure," to the Far East will be hailed  
with satisfaction in Hongkong, where the  
reduction of the China Squadron five years  
ago did not meet with local approval.  
Though no explanation accompanies the  
telegram, it may be inferred that this  
decision of the naval authorities anticipates  
the promised remodelling of the squadrons  
stationed in Eastern waters on the basis  
of the establishment of a Pacific Fleet, to  
consist of three units in the East Indies,  
Australia, and the China Seas, and does  
not merely indicate a change of the opinion  
which contemplated, or was reported to  
contemplate, the replacing of the three  
"County" cruisers at present on the station  
by the cruisers "Defence" and "Shannon".  
It will be remembered that the widespread  
awakening of Imperial sentiment which  
found articulate expression last year  
synchronised with the Conference on  
Imperial Defence, at which proposals of a  
far-reaching nature, which have had the  
effect of practically reconstructing the  
Empire's scheme of defence, were approved.  
By the grouping of the three units, each  
comprising, with some variations, a large  
armoured cruiser of the new "Indomitable"

type, three second class cruisers of the  
"Dixie" type, six destroyers of the  
"River" class, and three submarines of the  
"O" class, the position of Great Britain in  
the Pacific is materially strengthened, and  
those who looked with disfavour on the  
withdrawal of the battleship squadron from  
the China Station, as involving a loss of  
political prestige, should regard the new  
scheme with approbation. The appear-  
ance of two large men-of-war instead of the  
promised battleship cruiser is explicable in  
view of the statement that the Home Squa-  
dron has attained a satisfactory degree of  
strength, and will be able to spare the  
"Triumph" and the "Swiftsure," but it  
is doubtful if this can be viewed as a  
permanent addition to the China  
Squadron. As stated by the *Pearl* in  
August last, the re-organisation of  
the Pacific squadrons involved a  
further reduction in the numerical strength  
of the Fleet in Chinese waters, but as a  
Pacific Fleet, with bases in the East  
Indies, in the China Sea, and in  
Australia, is to be established, the  
scheme must be regarded as eminently satis-  
factory. The new arrangement provides  
that Australia, with some temporary assis-  
tance from Imperial funds, shall furnish  
and maintain the Australian unit of  
the Pacific Fleet. The contribution of  
the New Zealand Government is to  
be applied towards the maintenance of  
the China unit, of which some of the  
smaller vessels would have Dominion  
waters as their headquarters, the New  
Zealand armoured cruiser to be stationed in  
China waters. These Imperial units are in  
addition to the embryonic colonial navies  
which are to be developed for purposes of  
self-defence and to enable more fully to be  
carried out that policy of concentration  
dictated by imperial necessities. With  
Australia, New Zealand, and Canada able  
to guard their own coasts, it will be possible  
under the new scheme to concentrate  
in the Far East, if necessary, in less  
than twenty days the three units constitu-  
ting the Pacific Fleet, giving a combination  
of three "Indomitables," with their twenty-  
four twelve-inch guns, nine good cruisers,  
eighteen destroyers, and nine submarines.  
Such a fighting force is immeasurably  
superior to any we could hope to obtain  
under existing conditions, and if it is to  
be further strengthened by the two battle-  
ships alluded to the prospect will be ren-  
dered still more satisfactory.

The German mail of the 6th April was deliv-  
ered in London on the 5th inst.  
According to the Post Office notice the  
French Mail will leave on Monday next,  
instead of Tuesday as usual.  
A substantial sum was added to the funds of  
the Y. M. C. A. Library Committee by means  
of the concert held last Saturday evening.  
A Filipino who on the 27th ult. stabbed his  
wife to death in a rage because of her alleged  
infidelity was sentenced next day to imprison-  
ment for twelve years and one day. Justice is  
very expeditious in the Philippines.  
The shipping strike in Manila is about dead.  
What remains of it is ineffective. The ship-  
pers are having little or no trouble in getting  
crews and the steamers are leaving on time  
with pleasing regularity.  
Yesterday afternoon the wreck of the steamer  
*Kueiyang*, as she lies off Little Oken Island,  
and her cargo, were offered for sale by Messrs.  
Hughes & Hough at their auction rooms.  
The wreck brought \$1,000 and the cargo \$60.  
The purchaser was Ah Wing.  
The remand case in which a Chinese was  
charged with picking the pocket of a student  
from Yunnan province in Des Vaux Road was  
concluded before Mr. J. B. Wood at the  
Magistracy yesterday. The evidence adduced  
by the defendant established an *alibi*, and his  
Worship dismissed the case.  
So great was the traffic to Shekwan during  
the recent festival that consignees of passenger  
launches were tempted to carry more than the  
number of passengers provided for by their  
licences. As a result, the consignees of three  
launches were charged before Mr. J. B. Wood  
at the Magistracy yesterday. The master of the  
*Sun Sum*, who departed with 82 excess passen-  
gers, was fined \$80; the master of the *Hoi*  
*Kung*, who had on board 142 extra passengers,  
was fined \$125; while the master of the *Shun*  
*Lee* was fined the sum of \$175 for  
overtaxing the accommodation by carrying 203  
passengers more than allowed by his licence.  
Some four months ago as a tramcar was  
passing Saiwau, near Shaikwan, a small boy  
was accidentally knocked over and injured.  
On the return trip of the car a gang of coolies block-  
ed the way, and landing the motorman pro-  
ceeded to beat him with bamboo poles. The  
consequence was reported to the police at Shaik-  
wan by Traffic Superintendent Course, but the  
alleged ringleader disappeared before he  
could be arrested. As soon as he returned to  
his home, however, he was taken in charge and  
appeared before Mr. D. R. Hallifax at the  
Magistracy yesterday. His Worship was not  
satisfied with the evidence adduced, and dis-  
charged the defendant.

The trial of the two Chinese who were  
arrested on a charge of armed robbery at West  
Point in April, and who were also charged with  
murdering an Indian watchman, concluded be-  
fore Mr. E. R. Hallifax at the Magistracy  
yesterday afternoon. The defendants were  
committed for trial at the Criminal Sessions.

A seaman from the steamer *Empress of India*  
was charged before Mr. J. B. Wood at the  
Magistracy yesterday with being drunk and  
disorderly in Queen's Road and with assaulting  
a taking. Defendant said he did not know  
anything about the occurrence, but both offences  
were proved, and he was ordered to pay a fine  
of \$5 on each charge.

Comment is being made in the Colony that  
one government official should at present dis-  
charge the duties of two important and highly  
paid offices. The Hon. Mr. Messer is acting  
Colonial Treasurer and Postmaster-General.  
Surely there are plenty of candidates waiting for  
appointments from whom the Government  
could draw for assistance at the present time?

## SERIOUS FIRE ON THE "GOEBEN."

The German mail steamer *Goeben* left Hong-  
kong on her voyage home at noon on Wednes-  
day, and on Thursday morning, when some 270  
miles out, a fire broke out in No. 6 hold, in which  
general cargo was stowed. When discovered  
the fire had a firm hold, and the vessel had to  
be stopped and the pumps brought into action  
to quell the outbreak. A large shipment  
of silk has been burned, and the damage done  
by water to the rest of the cargo is believed to  
be extensive. At present, however, the agents  
are unable to estimate the extent of the damage,  
and it will probably be a few days before this is  
learned. The damaged cargo is being unloaded  
with all haste, and the vessel will proceed on  
her voyage again this morning.

## THE SHANGHAI RACES.

The analyses of wins of owners, jockeys and  
ponies in the meeting just ended was as  
follows:—

OWNERS.	1st	2nd	3rd
Mr. Pash	3	1	2
Mr. Pash	3	1	2
Mr. Buxey	3	1	2
Mr. Dick Tappin	2	4	4
Mr. John Peel	2	4	4
Mr. Saxo-Boris	2	4	4
Messrs. Pott & Pirie	1	4	—
Messrs. Toeg, Speelman & Co.	1	3	2
Mr. Quebec	1	2	1
Mr. Spero	1	1	1
Mr. Argyle	1	1	1
Mr. G. D. Couette	1	1	1
Mr. Dwyer	1	1	1
Mr. Elin	1	1	1
Mr. Becklaw	1	1	1
Mr. Bewick	1	1	1
Mr. B. Macgregor	1	1	1
Messrs. Oswald & Hunter	1	1	1
Mr. Hardi	1	1	1
Mr. Balanus	1	1	1
Mr. Michael	1	1	1
Mr. P. B. Marshall	1	1	1
Mr. Beekman	1	1	1
Mr. Johnson	1	1	1
Mr. Arant	1	1	1
Mr. Hasty	1	1	1
Mr. Bayley	1	1	1
Mr. Barton	1	1	1
The Ring	1	1	1
Mr. Pemi	1	1	1
Mr. B. H. Marshall	1	1	1
Mr. Henry Morris	1	1	1
Mr. Wingard	1	1	1

JOCKEYS.	1st	2nd	3rd
Mr. Alderton	5	3	1
Mr. Burkill	4	4	3
Mr. Johnston	4	1	4
Mr. Rowe	3	1	5
Mr. Vids	2	4	5
Mr. Jones	2	2	1
Mr. Foxson	1	2	2
Mr. Paulsen	1	2	1
Mr. Willeminier	1	1	2
Mr. Springford	1	1	2
Mr. Oughton	1	1	1
Mr. Dalgleish	1	1	1
Mr. Cumming	1	1	1
Mr. Mielck	1	1	1
Mr. Lindsay	1	1	1
Mr. Eggers	1	1	1
Mr. Ralston	1	1	1
Mr. Brano	1	1	1
Mr. Meyerink	1	1	1
Mr. Schmitt	1	1	1
Mr. Lempiere	1	1	1

POINTE.	1st	2nd	3rd
Halley's Comet	2	—	1
Marbles	2	—	1
Minister	2	—	1
Marengo	2	—	1
Spring Rose	2	—	1
Oil King	1	2	—
Sagittarius	1	2	—
Orcas	1	1	2
Portrush	1	1	2
Buckingham	1	1	1
Heckow	1	1	1
Royal Rose	1	1	1
Malulu	1	1	1
Viscount	1	1	1
Warwick	1	1	1
Applegarth	1	1	1
Stirrup Cup	1	1	1
China	1	1	1
Petro	1	1	1
Stambuk	1	1	1
Cumberland	1	1	1
Clarehaven	1	1	1
Booth	1	1	1
Fafner	1	1	1
Heroic	1	1	1
Cauchouco	3	1	1
Sandy	2	1	1
Hubber King	2	1	1
Sniplet	1	1	1
Pennamoon Tree	1	1	1
Yegusian	1	1	1
Y. O. F.	1	1	1
Mist	1	1	1
Vespin	1	1	1
Stadacona	1	1	1
Critic	1	1	1
Sidley	1	1	1
Kismet	1	1	1
Argante	1	1	1
Amertown	1	1	1
Fekin, Varun, Verdun, Gatwick, Crowfield,	1	1	1
Capitaine Maurice, Crapaud, Valhalla, Banff	1	1	1
and Koran each secured third place.	1	1	1

## TELEGRAMS.

(Protected by the Telegraph Message  
Copyright Ordinance, 1894.)

[REUTERS SERVICE TO THE "HONGKONG  
DAILY PRESS"]

## KING EDWARD INDISPOSED.

## CONDITION CAUSES ANXIETY.

LONDON, May 6th.

The King is indisposed. He has  
been confined to his room for two  
days.

The bulletin issued states that His  
Majesty is suffering from bronchitis.

His condition causes some anxiety.  
The Queen has returned from her  
cruise in the Mediterranean.

LONDON, May 6th.

The illness of the King is over-  
shadowing everything throughout the  
United Kingdom.

The first intimation of the illness  
of His Majesty was the announcement  
that he was unable to meet Queen  
Alexandra at the railway station on her  
return from a cruise in the Mediter-  
ranean. This was not regarded with  
apprehension until the publication of  
last night's bulletin.

The newspaper special editions were  
anxiously bought up on the streets,  
and announcements were made in the  
theatres in the metropolis.

It was announced at a late hour  
that the King was in good spirits and  
was resting comfortably.

LONDON, LATER.

The bulletin issued this morning  
states that the condition of His  
Majesty is regarded with grave anxiety.

MR. ROOSEVELT'S STIRRING  
ADDRESS.SUGGESTED INTERNATIONAL LEAGUE  
OF PEACE.

LONDON, May 6th.

A Reuter's message from Chris-  
tiania states that Mr. Roosevelt  
addressed the Nobel Prize Committee  
on international peace, which he  
thought could be advanced by  
arbitration treaties on almost all ques-  
tions and by the various Governments  
seriously endeavouring to complete the  
Court of Arbitration and Justice to  
be constituted at The Hague. He  
urged that something should be done  
at the earliest possible time to check  
the growth of armaments, especially  
naval armaments. In conclusion, he  
said it would be a master stroke if the  
Great Powers honestly bent on peace  
formed a league of peace not only to  
keep the peace themselves but to  
prevent, forcibly if necessary, others  
from breaking it.

ECHO OF THE SPANISH-  
AMERICAN WAR.

LONDON, May 6th.

A despatch from Washington states  
that Congress has adopted a Bill to  
provide for the raising of the U. S.  
cruiser "Maine," which was sunk in  
the harbour of Havana, Cuba. The  
remains are to be interred in the  
National Cemetery.

[FROM THE "CABLENEWS-AMERICAN"]

## FREIGHT RATES INCREASED.

WASHINGTON, May 2nd.

Freight rates on all transcontinental lines  
have gone up eighteen per cent., effective  
yesterday. This is the increase foreshadowed  
in the statement of railroad magnates last  
month that the recent increase in wages  
would necessitate an increase in freight  
rates. Many claim that the freight  
increase is much too high.

## TYPHOON WARNING.

We have received from the American Con-  
sul-General, Hongkong, a copy of a  
typhoon warning received by cable from the  
Manila Observatory, Manila, May 6, 1910, 9  
a.m.—Cyclone or typhoon E. of Southern Luzon  
moving W.N.W. or N.W.

## SUPREME COURT.

Friday, May 6th.

## IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. F. A. HAYLAND  
(ACTING PUNISH JUDGE).

## APPEARING UNDER PROTEST.

The case was again mentioned in which Yik  
Mai sued Cheung Yik Fai and two others to  
recover the sum of \$257.25.

Mr. M. Reader Harris (of Messrs. Wilkinson  
& Grist) appeared for the plaintiff, and Mr.  
Hinds (of Messrs. Brutton & Hott) represented  
the defendants.

Mr. Hinds—I appear for the third defendant,  
Mr. Lord, and for the first and second under  
protest. These people were served by substituted  
service, and there is no cause where substituted  
service is applicable.

Mr. Harris—That is absolutely irrelevant at  
the present juncture. My friend must apply to  
have the service set aside.

Mr. Hinds—I enter an appearance for the  
first and second defendants under protest, and  
ask for the service to be set aside.

Mr. Harris—My friend has been pressing me  
for seven weeks to get a day fixed, and that is  
why I ask for it now.

Mr. Hinds—The third defendant admits that  
any case there is, is against him, and if my  
friend is ready to drop the case against the  
other two we are ready to proceed.

His Lordship—If you have a talk with your  
learned friend on this you might arrange some-  
thing. I will adjourn the case for a week.

## ALLEGED FALSE IMPRISONMENT.

Captain A. A. Johnson of the *S.S. Shui On*  
was proceeded against by Wong Fu Ng to  
recover \$1,000 for damages alleged to have been  
caused by assault and false imprisonment.

Mr. Davidson (of Messrs. Hastings &  
Hastings) appeared for the plaintiff, and Mr.  
W. E. L. Shenton (of Messrs. Deacon, Looker  
& Deacon) represented the defendant.

Mr. Shenton informed the Court that he  
wished to apply in this case for a common jury.

Mr. Davidson—I don't agree. The only  
question for a jury is the question of damages.  
There is nothing else to go to it.

Mr. Shenton—The Code of Civil Procedure  
says that in cases of assault and false imprison-  
ment a jury shall be appointed.

Mr. Davidson—I want an order for particulars  
of the grievous bodily harm, and of the reason-  
able and probable cause.

Mr. Shenton—I am prepared to consent to  
the whole of the particulars for which my friend  
asks with the exception of reasonable and  
probable cause, which is a question for your  
Lordship and the jury to decide on hearing the  
evidence.

His Lordship (to Mr. Davidson)—I don't  
think you are entitled to that. Is there any  
authority for making an order for particulars  
to reasonable and probable cause?

Mr. Davidson—I am entitled to know what  
case I have to meet.

His Lordship—Is it not for the plaintiff to  
prove that?

Mr. Davidson—The defendant sets up three  
or four different justifications. He seeks to  
prove that a felony was committed, and that he  
had reasonable and probable cause of suspecting  
the plaintiff of it. That is what he has to prove,  
and the onus is on him. I submit I am entitled  
to know on what facts he establishes that.

His Lordship told Mr. Shenton to give all  
the facts to which he thought the plaintiff was  
entitled.

Mr. Shenton—But no facts as to justification.  
The onus of proof is on the plaintiff. I also  
want some particulars showing the facts by  
which the plaintiff was wrongfully detained.

His Lordship—You want particulars of the  
facts charges?

Mr. Davidson—My friend has a transcript of  
the proceedings at the Police Court in his  
possession now.

Mr. Shenton—Whatever knowledge I may  
have makes no difference as to the particulars  
for which I ask.

His Lordship—That is so.  
Mr. Davidson—In that case I think the  
question of particulars had better be adjourned  
into chambers.

## GOVERNMENT HOUSE.

Last night His Excellency the Officer Ad-  
ministering the Government and Lady May  
gave a dinner party in honour of Rear-Admiral  
de la Croix de Castries, at which the following  
were present:—Captains Cheron, Flag-Comdr.  
de Stanes, Flag-Lieutenant Carrel, Comdr.  
d'Estienne, Comdr. Faivre, Mr. Liebert, Mr.  
Kremer, Mr. and Mme. de Sigalas, Mr. and  
Mme. Sire, Mr. Porcubola, Mr. Thomas, Rear-  
Admiral, Mrs. and Miss Lyon, Capt. Siemans,  
Col. St. John, Col. and Mrs. Chamier, Major  
and Mrs. Goddes, Mr. and Mrs. Slade, Mr. and  
Mrs. Keswick, Bishop Brent, and Mr. and Mrs.  
Blanchflower.

## WOMAN'S SHOOTING RECORD.

It was only in 1906 that Mrs. Chapman, of  
Staines, first handled a rifle, but she secured  
the world's record for women's rifle shooting  
three weeks ago with ninety-nine points of a  
possible 105 in a weekly competition of the  
South London Rifle Club at Biley. Quarter-  
master-Sergeant Fulton, of the Queen's West-  
minsters, winner of the Queen's Prize in 1893,  
secured the same aggregate, but was beaten by  
Mrs. Chapman at 500 yards, although he scored  
34 points to her 32 at the longest range.

Mrs. Chapman stated that her successes had  
all been obtained with the regulation Lee-  
Metford, her rifle being identical with that used  
by the Regulars and the Territorial Force. As for  
training, she went to the range as a recreation,  
such as other women played golf or croquet.  
Mrs. Chapman has won no fewer than 100  
prizes, and at the National Rifle Association's  
meeting at Biley last year, when she was the  
only Englishwoman shooting with the Service  
rifle, her name appeared in the Alexandra,  
Brownlow, and the Civilian prize lists, her  
scores being in the first named 62 of a possible  
70, in the second 39 of a possible 35, and in the  
third 67 of 70.

## REVIEWS.

*An Irish Utopia.* By JOHN H. EDGAR, K.C.  
Dublin: Combridge & Co., Limited.

This is a pleasant story of the Green Isle.  
It follows conventional lines, but its chief  
interest lies in the pretty sketch of Protestants  
and Catholics living harmoniously together.  
Ireland is usually regarded as a creed-divided  
nation of intolerant, and one could well wish  
that the Utopian community outlined here set  
an example to the country. The descriptions  
of the scenery and the people make  
the reader in love with both, and the  
phase of the land problem presented is not  
too obtrusive but told with sufficient clearness  
to retain interest. This, the second edition of  
the book has an added value in the special  
introduction dealing with the subject of Irish  
round towers.

*Self-Help.* By SAMUEL SMILES, LL.D. Lon-  
don: John Murray. Hongkong: Kelly &  
Walsh.



1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 2680, 26



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER, Daily Press, only, and not to the Editor. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box 33. Telephone No. 12.

Telegraphic Address: PRESS CODES: A.B.C. 5th Ed. Lister's.

## NEW ADVERTISEMENTS

## NOTICE.

WE have This Day Established our Hongkong Branch, with Offices in the HONGKONG HOTEL BUILDING, Des Vaux Road, and have admitted as a partner to this Branch, Mr. DENIS EWART DONNELLY, under whose management the business will be conducted.

GARNER, QUELCH & Co.,  
Wholesale Wine Merchants,  
Hongkong, 6th May, 1910. [614]

## NOTICE.

THE UNDERSIGNED are GENERAL REPRESENTATIVES throughout the FAR EAST for the following Firms:

ACKERMAN-LAUBACH (Estbd. 1811), Champagne Shippers, St. Hilaire, St. Florent, France.

JAMES BUCHANAN & Co., Ltd., Scotch Whisky Distillers, London and Glasgow.

CUNLIFFE, DUNSON & Co., (Estbd. 1804), Claret Shippers, Bordeaux.

DENIS, MOUNIE & Co., (Estbd. 1838), Cognac Shippers, Cognac.

EDGELL & HENDERSON, Wine Shippers, London.

FOSTER & SONS, Ltd., (Estbd. 1829), Beer and Stout Bottlers, London.

HUNT, ROPE, TEAGUE & Co., (Estbd. previous to 1753), Port Shippers, Oporto and London.

HUMPHREY, TAYLOR & Co., (Estbd. 1770), Liqueur Distillers, London.

MARTINI & ROSSI, Largest Vermouth Manufacturers in the World, Turin.

MEUX'S BREWERY Co., Ltd., (Estbd. 1764), Beer and Stout Bottlers, London.

TANQUERAY, GORDON & Co., (Estbd. 1769), Gin Distillers, London.

and beg to state that every article mentioned in their Price List is BOTTLED IN EUROPE by the Shippers.

GARNER, QUELCH & Co.,  
Wholesale Wine Merchants,  
Hongkong, 6th May, 1910. [615]

NORDDEUTSCHER LLOYD, BREMEN  
IMPERIAL GERMAN MAIL LINE.

## FOR EUROPE.

THE I.G.M. Steamship  
"GOEBEN"  
Capt. B. Wilhelm, will leave TO-DAY, the 7th inst., Noon.

For further Particulars, apply to  
NORDDEUTSCHER LLOYD,  
MELCHERS & Co.,  
General Agents.  
Hongkong, 7th May, 1910. [5]

## FROM EUROPE.

THE H.A.L. Steamship  
"SENEGAMBIA"  
Captain Bokhorra, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to suit.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 10th inst. at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings Cargo:  
Ex ss "Tara" from Alais  
Ex ss "Barse" from Bordeaux.

HAMBURG-AMERICA LINE,  
Hongkong Office.  
Hongkong, 5th May, 1910. [611]

## WANTED

WANTED, CHINESE PUPILS.  
ONE of the LEADING ENGLISH ELECTRICAL MANUFACTURING COMPANIES is open to receive One or Two PUPILS (Chinese) for training in their various departments. Premium required, which will be returned in salary.

Box 752.  
Care of "Daily Press" Office.  
583]

## WANTED.

A COMPETENT BOOKKEEPER for an Outpost in China. Write with testimonials and salary required to—

Care of "Daily Press" Office.  
Hongkong, 29th April, 1910. [577]

## WANTED.

A SMART TYPEWRITING and CORRESPONDENCE CLERK (Chinese). Must be proficient in English and quick at figures. Only Experienced typists need apply—

MANAGER,  
Care of "Daily Press" Office.  
Hongkong, 6th May, 1910. [610]

## WANTED.

GENERAL ASSISTANT Wanted, for an Export and Import Firm.

Apply—  
D.,  
Care of "Daily Press" Office.  
Hongkong, 2nd May, 1910. [592]

## PUBLIC COMPANIES

## THE "STAR" FERRY COMPANY, LTD.

## NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the TWELFTH ANNUAL ORDINARY MEETING of this Company will be held at the Office of Messrs. GIBB, LIVINGSTON & Co., on SATURDAY, 21st May, 1910, at 12.15 P.M., for the purpose of receiving the Report of the Directors, together with a Statement of Accounts to 30th April, 1910.

The REGISTER of SHARES will be CLOSED from MONDAY, 16th inst., to SATURDAY, 21st inst., both days inclusive.

EDWARD OSBORNE,  
Secretary.

Hongkong, 6th May, 1910. [507]

## THE CHINESE ENGINEERING AND MINING CO., LIMITED.

## NOTICE.

AN INTERIM DIVIDEND of ONE SHILLING and SIX PENCE per Share, free of tax, on account of year ending 31st February, 1910, has been declared by the Directors of the Company.

COUPON No. 14 is Payable on the 2nd May, at the CHARTERED BANK of INDIA, AUSTRALIA AND CHINA and the RUSSO-CHINESE BANK at Tientsin and Shanghai.

J. S. DOBIE,  
Agent.

Hongkong, 1st May, 1910. [590]

## THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

## LOST.

THE SHARE CERTIFICATES No. 2140 for Ten Shares Numbered 42385 to 42394 and No. 2161 for Five Shares Numbered 42395 to 42399 standing in the Register in the name of JOSEPH MANUEL MUR of HONGKONG having been LOST, NOTICE IS HEREBY GIVEN that unless the said Certificates be produced at the Office of the Company, 5, Queen's Road Central, Victoria, Hongkong, or before the 22nd day of May, 1910, NEW CERTIFICATES for the said Shares will be issued and the old Certificates will thereafter be held by the Company as Null and Void.

A. SHELTON HOOPER,  
Secretary.

Hongkong, 22nd April, 1910. [558]

## NOTICES OF FIRMS

## NOTICE.

MR. KURT DETMERS is authorized to Sign our Firm for Procurement from this Date.

RADECKER & Co.,  
Hongkong, 1st May, 1910. [587]

## CANADIAN PACIFIC RAILWAY CO.

DURING my Absence from the Colony Mr. HARRY P. THOMAS will have Charge of the Company's Business at this Port.

D. W. CRADDOCK,  
General Traffic Agent.

Hongkong, 4th May, 1910. [602]

## NOTICE.

HAVING assigned my Share and Interest in the UNION TRADING CO., No. 34, Queen's Road Central, to Mr. LO IP SHING, Notice is hereby Given that my Responsibility in the said Firm CEASES as from the 1st May, 1910.

LO YOK KEE,  
Hongkong, 4th May, 1910. [594]

## BEKANNTMACHUNG.

DIE antichien Bekanntschaftungen des Kaiserlich Deutschen Konsulats in Canton werden während des Jahres 1910 im OSTATISCHEN LLOYD der CANTON WEEKLY NEWS und nach Bedarf auch in der HONGKONG DAILY PRESS veröffentlicht werden.

KAISERLICH DEUTSCHES KONSULAT.  
Canton, den 15. Dezember, 1909. [1544]

## BEKANNTMACHUNG.

DIE Bekanntschaftungen aus dem diesseitigen Handelsregister, sowie andere gesetzlich vorgeschriebene Veröffentlichungen werden im Jahre 1910 durch den "OSTASIATISCHEN LLOYD" und die "HONGKONG DAILY PRESS" erfolgen.

KAISERLICH DEUTSCHES KONSULAT.  
Swatow, den 16. Dezember 1909. [1537]

## BEKANNTMACHUNG.

DIE antichien Veröffentlichungen des Konsulats Pakhoi-Helwig werden im Jahr 1910 durch den "OSTASIATISCHEN LLOYD" und die "HONGKONG DAILY PRESS" erfolgen.

KAISERLICH DEUTSCHES KONSULAT.  
Pakhoi, den 24. Dezember 1909. [1568]

## LABUAN COAL.

NOTICE—THIS COAL can only be obtained from THE LABUAN COAL-FIELD Co., Ltd., who are prepared to Supply FRESH COAL straight from the Mines Steamers load at the Wharves. Quick despatch. Telegrams: "Labor Labuan."

BRADLEY & Co., Agents.  
Hongkong, 12th August, 1909. [283]

## ON SALE.

A TABLE OF THE RATES OF EXCHANGE AT HONGKONG  
For Demand Drafts on London on the day of or preceding the departure of the English Mail; also Table of the Yearly Approximate Averages for 36 years FROM 1874 to 1909.

Price \$2 Cash. On sale at the "DAILY PRESS" Office, or Local Booksellers.

## FOR SALE.

## FOR SALE.

STEAM Launches, Steel Lighters, Wooden Lighters, Steam Cranes (travelling and stationary), Steam Hoists, Lidgerwood Steam Pile Driver, Diving Pump and Dress, Hand Grabs, Captain, Hand Winches, Diving Pulley, Bolts and Nuts, Hook Bolts, Chain Bolts, Barrel Bolts, Galvanized Spikes, Pile Shoes, Chain Hoists, Iron and Brass Screws, Différance Piles, Rolled Steel Joists, Steel Channels, Corrugated Iron Roofing, Roofing Washers, Angle Iron, Cast Iron Columns (suitable for building construction) White-washing Machines, Canvas Sewing Machine, Patent Fire Escape "WELL'S" Light, "KIRSON" Light, Acetylene Lamps, Hand Pump, Theodolite and Leveling Staff, Ronco Duplicator, Complanometer, Telescope (on tripod), Office Desk and Cupboards.

Apply to—  
HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 4th May, 1910. [595]

## NOW ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1909.

REVISED BY THE MEMBERS.  
PRICE ———— \$3.  
DAILY PRESS OFFICE.  
Hongkong, 21st February, 1910. [316]

## FOR SALE.

REMAINING Portions of MARINE LOT 31 and 36, at PRAYA EAST. Approximate Area, 43,000 Square Feet.

TO BE LET OR SOLD IN LOTS TO SUIT TENANTS OR PURCHASERS.

MARINE LOT No. 285 EXTENSIVE WATER FRONTAGE, DEEP WATER.

Apply—  
G. FENWICK & Co., Ltd.,  
ENGINEERS, &c.,  
PRAYA EAST, HONGKONG.  
Hongkong, 8th June, 1906. [84-168]

THE DAIRY FARM CO., LTD.

## CHOICE AUSTRALIAN

BEEF, LAMB, MUTTON, RABBITS AND HARES.

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

## CODE WORD: "DOCK."

A.I. A.B.C., and Engineering Code Used NEW DOCK NOW OPEN.

DOCK No. 3.  
Extreme Length ... 722 feet.  
Length on Blocks ... 714 "  
Width of Entrance on Top ... 964 "  
Width of Entrance on Bottom ... 884 "  
Water on Blocks at Spring Tide 344 "

DOCK No. 1.  
Extreme Length ... 523 feet.  
Length on Blocks ... 513 "  
Width of Entrance on Top ... 88 "  
Width of Entrance on Bottom ... 77 "  
Water on Blocks at Spring Tide 64 "

DOCK No. 2.  
Extreme Length ... 371 feet.  
Length on Blocks ... 360 "  
Width of Entrance on Top ... 55 "  
Width of Entrance on Bottom ... 53 "  
Water on Blocks at Spring Tide 22 "

PATENT SLIP.  
Suitable for vessels up to 1,000.

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES and BOILERS; and also ELECTRICAL WORK.

A LARGE STOCK of MATERIALS is always kept on hand.

The COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P. specially built for SALVAGE PURPOSES) equipped with necessary gear, always ready Short Notice.

1805

## CHILDREN OF FAR CATHAY

A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST, BY CHAS. J. HALCOMBE (Formerly of the Imperial Chinese Customs Service, Author of "The Mystical Flower Land" etc.).

THE VOLUME which consists of 461 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kowloon, is dedicated to Sir ROBERT HART, G.C.M.G., and Dr. A. REYNOLDS.

Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China, makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at home.

Well bound in Yellow Cloth with Chinese Emblem in Gold.

PRICE ———— \$3.50.

To be obtained from Messrs. KERRY & WALES LTD., Messrs. BREWER & Co., or from the Printers and Publishers, the "HONGKONG DAILY PRESS" Office.

## TO LET.

## TO LET.

NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 48, Yau-mat, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—  
HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.  
Hongkong, 1st December, 1909. [474]

## TO LET.

No. 4, BARROW TERRACE, Kowloon.

Apply to—  
SPANISH DOMINICAN PUBLICATION.  
Hongkong, 10th March, 1910. [383]

## TO LET.

A HOUSE in Wong Nei Chong Road.

GODOWNS, PRAYA EAST, formerly occupied by M.B.K.  
A HOUSE in Clifton Gardens. OFFICES in 16, Des Vaux Road Central. "DAIRYMOOR," No. 13, CONDUIT ROAD. A HOUSE in RYDON TERRACE. OFFICES in No. 2, Connaught Road, 3rd Floor.

No. 10, DES VEAUX ROAD CENTRAL, 1st floor.

OFFICES in YORK BUILDING. GODOWNS in PRAYA EAST, BLUE BUILDINGS.

SEMI-EUROPEAN FLATS, Praya East, corner of Observation Place. The Trams stop at the door.

Also New EUROPEAN FLATS, adjoining the new Seaman's Institute, Praya East.

Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 1st May, 1910. [87]

## TO LET.

OFFICES, Hotel Mansions.

Apply to—  
HENRY HUMPHREYS,  
Alexandra Buildings.  
Hongkong, 2nd February, 1910. [151]

## TO LET.

No. 3, CANTON VILLAS, Kowloon.

Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 1st May, 1910. [325]

## TO LET.

No. 49, POTTINGER STREET.

Apply to—  
ARRATON V. APCAR & Co.,  
14, Des Vaux Road Central.  
Hongkong, 22nd April, 1910. [555]

## TO LET.

FIRST FLOOR of No. 4, Des Vaux Road, recently vacated by Institution of Engineers and Shipbuilders.

In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices. One GODOWN in MASON'S LANE.

Apply to—  
DAVID SASSOON & Co., Ltd.  
Hongkong, 8th March, 1910. [95]

## TO LET.

GODOWN, No. 4, Praya, Kennedy Town.

Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 1st May, 1910. [90]

## TO LET.

OFFICES in Des Vaux Road, Central.

Apply to—  
Messrs. PERCY SMITH & SETH,  
5, Queen's Road.  
Hongkong, 22nd March, 1910. [440]

## TO LET.

KING'S BUILDINGS.

OFFICES facing the Harbour lately in occupation of Messrs. JARDINE, MATHESON & Co., Ltd.

Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 1st May, 1910. [89]

## TO LET.

NOS. 19, 23 and 25, SHELLEY STREET, new 5-Boomed Houses.

GODOWN D, in DUNDRELL STREET.

A 7-ROOMED HOUSE in MACDONNELL ROAD, (Hongkong), with Garden, from 1st July or earlier.

No. 71, WYNDHAM STREET, ROOMS, in No. 15 and 17A, QUEEN'S ROAD CENTRAL, 1st Floor.

From 1st May, 1910, No. 4, ICE HOUSE STREET, now in occupation of the Nippon Club.

No. 3, DES VEAUX VILLAS, PEAK. Newly done up.

Nos. 19 and 23, BELLIOS TERRACE, newly painted and colourwashed, cheap rental.

No. 9, BEAUFIELD ARCADE (Shop). BEAUFIELD ARCADE, 1 Room on 1st Floor, suitable for Office.

PREMIERS at SHAMEN, CANTON, lately in occupation of the Canton Kowloon Railway.

FOR SALE—TWO CREST, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

Apply to—  
LINDSEY & DAVIS,  
3rd Floor, Alexandra Buildings.  
Hongkong, 4th May, 1910. [91]

## TO LET.

GODOWN, No. 5A, DUDDLELL STREET.

Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 1st May, 1910. [88]

## TO LET.

Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 1st May, 1910. [88]

## TO LET.

Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 1st May, 1910. [88]

## TO LET.

## TO LET.

"HARPERVILLE" GARDEN ROAD. LARGE HOUSE, with Tennis Court and detached Servants Quarters. Electric Light.

Apply to—  
PERCY SMITH & SETH,  
5, Queen's Road Central.  
Hongkong, 4th May, 1910. [596]

## TO LET.

No. 1, OBSERVATORY VILLAS, Kowloon. Furnished or Unfurnished.

Apply to—  
ARRATON V. APCAR & Co.,  
14, Des Vaux Road, Central.  
Hongkong, 3rd March, 1910. [563]

## TO LET.

FROM 1st JULY, 1910.

ONE LARGE SHOP with Ample Store Room.

For Particulars apply to—  
THE MEDICAL HALL,  
Corner Des Vaux Road & Ice House St.  
Hongkong, 29th April, 1910. [579]

## PABST EXTRACT.

THE best TONIC for keeping in perfect health in the Tropics.

It is a Liquid Food in digested form, containing all the breeding, soothing and toning effects of the choicest hops. Nearly Non-alcoholic. Highly recommended by the local medical profession in Cases of DEBILITY after MALARIA, from OVERWORK or other causes, ANEMIA, NERVOUSNESS or DYSPEPSIA. Samples on Application.

SIEMSEN & Co.,  
Agents.  
Hongkong, 14th December, 1909. [1519]

## BANKS

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP ... Gold \$3,250,000.  
RESERVE FUND ... about Mex. \$7,222,222.  
= about Mex. \$3,250,000.  
= about Mex. \$7,222,222.

HEAD OFFICE: 60 Wall Street, New York.  
LONDON OFFICE: Threadneedle House, E.O.

LONDON BANKERS:  
BANK OF ENGLAND,  
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED,  
THE CAPITAL & COUNTIES BANK, LIMITED

BRANCHES AND AGENTS all over the World.

The Corporation transacts every description of Banking and Exchange business, receives money. Current Account at the Rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:

For 12 months 4½ per cent. per annum.  
For 6 " 4 " " " "  
For 3 " 3 " " " "

No. 9, Queen's Road, Central, Hongkong.  
N. S. MARSHALL,  
Manager.  
Hongkong, 1st May, 1910. [556]

## HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rates may be obtained on application.

INTEREST on deposits is allowed at 3½ per cent. per annum.

Depositors may transfer at their option balance \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,  
J. R. M. SMITH,  
Chief Manager.  
Hongkong, 12th January, 1907. [19]

NEDERLANDSCH-INDISCH HANDELSBANK.

(NETHERLANDS INDIA COMMERCIAL BANK).  
ESTABLISHED 1863.  
Authorized Capital Fl. 15,000,000 (£1,250,000).  
Subscribed Capital Fl. 12,378,100 (£1,031,500).  
Reserve Fund Fl. 2,754,339.09 (£229,523).

HEAD OFFICE: AMSTERDAM.  
HEAD AGENCY: BATAVIA.

LONDON BANKERS  
THE WILLIAMS DEACONS BANK,  
SWISS BANKVEREIN.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates—

12 months 4½ per cent. per annum.  
6 do. 4 " do.  
3 do. 3½ " do.

C. WOLDRINGH, Manager.  
No. 15, Des Vaux Road Central.  
Hongkong, 4th August, 1909. [23]

THE BANK OF TAIWAN, LIMITED.  
(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital Subscribed (paid up) ... Yen 5,000,000.  
Reserve Fund ... Yen 1,710,000.

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENTS:  
Amoy Swatow Tainan  
Anping Keelung Tamsui  
Canton Nagasaki Tokyo  
Fuzhou Osaka Yokohama  
Keelung Shanghai

HONGKONG OFFICE:  
3, DES VEAUX ROAD.  
Interest allowed on Current Accounts.  
Deposits received on terms which may be had on application.

D. TOHDOW, Manager.  
Hongkong, 9th March, 1910. [591]

## BANKS

THE YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP ... Yen 24,000,000.  
RESERVE FUND ... 16,250,000

## HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENTS:  
Tokyo London Osaka  
Nagasaki San Francisco Lyons  
New York Shanghai Honolulu  
Bombay Tientsin Hankow  
Ningbo Dairen Peking  
Antung Lioyang Port Arthur  
Tientsin Chiang Chun Mukden  
Kobe

HONGKONG—INTEREST ALLOWED  
On Current Account at the rate of 2 per cent. per annum on the daily balance.  
On fixed deposits for 12 months 4½ per annum  
" " " 6 " 3½ " "  
" " " 3 " 2½ " "

" TAKEO TAKAMICHI,  
Manager.  
Hongkong, 14th March, 1901. [395]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... \$15,000,000.  
RESERVE FUNDS—  
STRENGTH ... \$1,500,000 at 2½—\$15,000,000  
SILVER ... \$1,500,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:  
G. BALLOCH, Esq., Chairman.  
ROBERT SHEWAN, Esq., Deputy Chairman.  
F. H. ARMSTRONG, Esq., F. Lish, Esq.  
J. W. B. DUNDON, Esq., G. H. MEDHURST, Esq.  
Hon. Mr. W. J. GREGG, E. SHILLIM, Esq.  
C. B. LEMANN, Esq., H. A. SIEB, Esq.  
S. A. LEVY, Esq.

CHIEF MANAGER:  
Hongkong—J. R. M. SMITH.

MANAGER:  
Shanghai—H. E. R. HUNTER.

LONDON BANKERS:  
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of Two per cent. per annum on the daily balance.  
ON FIXED DEPOSITS:  
For 3 months, 2½ per cent. per annum.  
For 6 months, 3½ per cent. per annum.  
For 12 months, 4 per cent. per annum.

J. R. M. SMITH,  
Chief Manager.  
Hongkong, 29th March, 1910. [18]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.  
HEAD OFFICE—LONDON.

PAID-UP CAPITAL ... £1,200,000.  
RESERVE FUND ... £1,900,000.  
RESERVE LIABILITY OF PROPRIETORS ... £1,200,000.

INTEREST allowed on Current Account at the rate of 2 per cent. per annum on the Daily balance.



Because he has benefited so tremendously by taking Phosferine, Mr. Francis Warder, head keeper of the Eddystone Lighthouse, now realises that until he took "the Greatest of all Tonics," the best time of life was slipping away in ill-health. Disorders came so gradually that he was resigned to consider it natural to be getting a bit stiff, not sleeping soundly, or eating so heartily, and somehow not able to enjoy things.

The overpowering depression which Phosferine dispelled, had been slowly accumulating during the 33 years of Mr. Warder's vigilant custody of lighthouses, when the long, lonely spells of duty, the unvarying monotony, the nervous strain of his responsibility, dulled and tired his very senses. The lost vigour is now regained, and Mr. Warder declares he is as active, hardy, and lively since taking Phosferine, as he was ten years back.

**Mr. Francis William Warder**, principal keeper, Eddystone Lighthouse, writes:—"I have read what John Haylett, the Caister lifeboat coxswain, thinks of Phosferine, and I feel you would be glad to know what a lot of real good your famous tonic has done in my case. My occupation is monotonous and lonely, and, in rough weather, having to be always on the watch; I suffered a great deal from loss of sleep, and, even when tired out, could get no real rest owing to stiffness and rheumatic cramps. After trying to stave this off for some time and only getting worse, I got some Phosferine and felt relief from the first dose. I can tell you it is just a marvel how well and fine I feel now, all the rheumatism and neuralgia has gone, and I have a grand hearty appetite, steady nerves, and sleep well. Why to tell the truth, I feel as active, hardy, and lively since taking Phosferine as I was ten years or so back, and it's wonderful, it is indeed, how Phosferine holds a man together."—June 7, 1909.

**THE GREATEST OF ALL TONICS**  
**A PROVEN REMEDY FOR**

Nervous Debility	Neuralgia	Lassitude	Backache
Indigestion	Maternity Weakness	Nervitis	Rheumatism
Diarrhoea	Premature Decay	Faintness	Headache
Blasphemy	Mental Exhaustion	Brain-Pag	Hysteria

and all disorders consequent upon a reduced state of the nervous system.

Phonering has been supplied by Royal Commands

<p>To the Royal Family          H.M. the Empress of Russia          H.M. the King of Spain          H.M. the King of Greece</p>	<p>The Imperial Family of China          H.M. the Queen of Siam          H.M. the Dowager Empress of Russia          H.H.H. the Grand Duchesse of Hesse</p>
---	---

And the Principal Royalty and Aristocracy throughout the World.

Proprietors: Ashton & Parsons, Ltd., Le Belle Sauvage, London, England.  
 Chemists, Sicore, &c.

Price in Great Britain, bottles, 1/4, 1/2, 3/4, 1/1. Sold by all the principal Grocers and

any of your London Agents.

**THE MIGHTY ENERGISER**  
stimulates, nourishes and sustains without digestive efforts.

**The Power of Beef**  
is in **BOVRIL.**

**TONIC, RESTORATIVE, DIGESTIVE WINE**  
Very palatable.

Known throughout the world and prescribed in all cases of **Anemia, Debility and Convalescence**, to young women children and the aged. Invaluable in hot climates.

DOSE : One wine-glass after the two principal meals.  
Each bottle of genuine VIN SAINT-RAPHAËL bears, in addition

to the registered trade-mark :

(1) THE WARRANTY STAMP OF THE UNION DES FABRICANTS.  
(2) A METAL SEAL advertising CLETEAS.

**CLETEAS** is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.

— ROBERT. Valence (Drôme-France).

AGENTS:—CALDBECK, MACGREGOR & Co., HONGKONG.

A NEW KIND OF SOLDERING.

"Amalgaline," designed for making joints in plumbing and other lead-work, is a very thin ribbon of easily fusible metal, that, having been treated with a composition to prevent oxidation, is placed between the surfaces to be joined, and, on the application of heat melts and causes the other metals to amalgamate at a temperature below their normal melting-point. The process is adapted for joining brass and copper, parts to lead pipe, uniting pieces of lead pipe, and many other purposes. Quite unlike ordinary soldering, the amalgaline is claimed to pass into the surfaces joined by molecular absorption, causing the junction to become stronger than other parts of the material. Severe tests have demonstrated this greater strength. The process is stated to give more economical as well as stronger work than any other, and a wide range of applications is foreseen.

The reinforced macadam pavement under trial near Paris, the idea of M. Guiet, has a foundation of concrete 2 inches thick, and on this, along its length, are laid steel strips 2 feet apart, with steel wires at a distance of 3 inches on each side and smaller cross-wires at intervals of 8 inches, cement mortar containing broken stone being spread thickly on this reinforcement. The steel strips are 14 inches wide and, 5/16 inch thick, set on edge; the main wires are about 1/5 inch in diameter. The road resembling in appearance an irregular stone paving with cement joint, costs from \$1.25 to \$1.40 per square yard, but it is expected that its durability and small repairs will make it as economical as ordinary macadam.

The brightness of the sky is interesting as astronomers. The luminosity of the background of the sky proves not only to be greater than the total starlight, but the brightness varies during the night and from one night to another and increases toward the horizon. It has been suggested that besides starlight we have a "earth light," much of which may be due to permanent aurora.

The "Electric Mary Ann" of R. Berla Mathews is a portable combined electric motor and driving gear, and in a very simple manner gives power for the various little machines of large household, without the trouble and expense of attaching to a line of shafting or providing an individual motor for each machine. A radius arm attached to the motor-base carries a pulley driven at reduced speed by a belt from the motor spindle. Rigidly fastened to the pulley is a small friction wheel which can be placed in contact with the driving pulley of any machine to be operated, and is given the necessary pressure by a spring at the tail end of the radius arm. For running any machine having a pulley such as a sewing machine, coffee mill, knife cleaver, meat chopper, vacuum cleaner, or wringer, it is only necessary to rest the friction wheel on the pulley. If machines have cranked handles these are removed, and an adaptor is substituted on which a pulley is fixed. Polishing work, cleaning, etc., are done with a flexible belt connected directly to the spindle of the motor.

A newly-patented material that is claimed to serve most purposes for which platinum is used has a base of such metals as iron, nickel, cobalt, or one of their alloys, and this is coated electrolytically with an alloy of platinum then with pure platinum. After each successive deposit, the wire or other article is heated about 1,000 degrees C., causing a swelling of the deposit to the metal base. Several deposits of platinum may be necessary, and the process is complete only when the heating produces no apparent oxidation. The cost of the plated metal is much less than that of pure platinum. Platinum is rare and expensive, and is indispensable in many places—such as the chemical and electrical trades—so that some means of lessening the quantity necessary is a matter of importance.

The curious practice of "sucking shut" aroused discussion among Massachusetts physicians. Weavers in cotton mills draw fluff through the small holes in the shuttle sucking with the lips, and it has been contended that disease germs may be spread in this way. Other medical men declare that all germs will be effectually removed by the rapid motion of the living shuttle at work.

For obtaining large photographs of objects a lens of long focus is essential, such a lens is accommodated without sac-  
 portability in a novel recent camera, divides the focal length into thirds, the entering the lens being reflected by two in a Z-shaped path to the plate. By this a camera 16 inches long provides for a 48 inches focus. Another advantage—the deficient luminosity obtained with or-  
 tele-photographic cameras is overcome by rapid instantaneous photographs may be snap-shots in 1/1000 of a second giving re-  
 well-defined views. In tests from hal-  
 baillon of Swire Aero Club, pictures  
 seemed that would have been impos-  
 ordinary apparatus. From a dis-  
 nearly a mile, scenes in the  
 valley were photographed, and house-  
 and men were distinctly brought out,  
 such objects were practically indistin-  
 in photographs of the kind usually tak-

Electricity is used in Germany for grease from metallic objects. When is used as negative pole in a solution of soda lye, sheet iron or pieces forming the positive, the oil is dried in a few minutes. It was at first that the alkali transformed the fatty

THE CAPTURE OF PRIVATE  
PROPERTY AT SEA.

The question as to whether the capture of be-  
called "private property" at sea ought to be  
declared illegal by international law, in the  
present instance, says a Liverpool newspaper, in evi-  
dence, and no case is necessary for calling at-  
tention to the forgotten and neglected aspect of  
the problem. It is perhaps admissible to notice  
that Liverpool and the North East Coast  
furnish a large proportion of the support which  
the abolition idea receives; and he would prob-  
ably be wrong who believed that this support was  
dictated by a mistaken sentiment of self-interest.  
The shipowner's theory seems more likely to be  
that if "private property" at sea, that is to  
say, merchant ships, was rendered immune from  
capture during time of war, then one of the  
primary duties for which the Royal Navy is  
maintained, viz., the protection of commerce,  
would cease to exist, and consequently it would  
be possible in the future to maintain the Navy  
at a lower level, whereby the burden of arma-  
ments would be reduced. I do not propose here,  
however, to argue this question. I merely  
merely to state that my reason for naval history  
has not led me to reject any such comfortable  
belief, and I pass on to refer for consideration a  
few forgotten facts which should have an im-  
portant bearing on the discussion.

Now in whatever way the subject is approached its discussion necessarily involves a direct reference to the available statistics of the captures of merchant ships which have been made by both sides during the naval wars of the past. There is no need to reproduce these statistics. They are readily available in the works of the naval historians, notably in the "History of the Naval Wars of the Royal Navy," to which work the late Sir Henry Hooper contributed certain tables of captures specially prepared from the records of Lloyd's. What I wish to point out is that it is possible to ascribe far too high a value to the statistics. Their merit is not nearly so equal to their face value. There were certain that every capture mentioned was a genuine one. This is the point that is very commonly forgotten, that in every past naval war in which we have taken part it is certain that a very large proportion of the captures mentioned were essentially fraudulent. There is a good reason to believe that this proportion was so high that the statistics referred to are almost meaningless and worthless. If it

Everyone has heard that Napoleon's soldiers during the great campaigns which followed Trafalgar, were clothed in coats woven in England and shod with boots from English factories. Yet at the time when these commodities were carried to the Continental ports the whole Continent was under a commercial blockade, and all intercourse strictly prohibited. It will be interesting to learn the exact way in which these useful stores

reached their destination; but it is more than probable that a considerable number of them found their way thither by a route other than that of the bays of capture.

It was known that during the years when the blockade the enemy's privateers made an enormous number of captures of British merchantmen; the statistics of the time are swollen with these captures. The inference is that in very many cases the captures were absolutely arranged—by the Government—for the purpose of violating the prohibition. An English merchant ship, for instance, knowing that she would find a good market in a certain Northern European port, would appoint a rendezvous with a privateer which would "capture" her, and pilot her into port. The privateer would be more likely to get a prize if the vessel would be taken from a French port, and the Government consequently how best to avoid them. The "captures," moreover, would free the ship from the imputation of having broken the French prohibition against commercial intercourse.

Until we know how widely the French fraud was practised, it is difficult to attach no weight to the statistics and tables which declare that during these years many thousands of English ships were taken and brought in.

There is another form of illicit trade, not very different from the foregoing, as to the practice of which we have certain evidence from the history of various wars. This is referred to in the Report of the Historical Manuscripts Commission on the papers of Lady Lucy Cavendish published in 1905, which stated that during the war of the Spanish Succession, a French naval officer named de Caylus, who became Governor of Martinique in 1745, organised an elaborate system of sham privateering "by which English goods were brought in and sold in Martinique as *co-désant* prize, and French merchandise, in a similar manner, was dispatched into the English Colonies." De Caylus acted largely as intended by the Dutch de Caynhrs, French declare war on the Dutch de Caynhrs for the purpose of establishing still more profitable relations with the Governor of St. Eustatius. The editor adds to this description a note that in Marbot's "Mémoires," a very similar traffic is described as having been arranged by Napoleon's governors in Germany and Italy, "very different from their personal advantage." The editor also states that "it is clear that this practice invalidates the whole mass of commercial war statistics, of which the present Congress has been told."

In 1747 Carlyle Morris, an economic writer, published in pamphlet form "A Discourse, whether it be a National Advantage to Britain to Insure the Ships of her Enemies." At the beginning of this essay he is careful to point out a matter which is by no means universally remembered even today, that it is a fallacy to hold that the individual gain is the same to her national gain. He shows that it is more than a fact that the French can employ English underwriters was of itself enough to prove that they thus got better terms than the British could elsewhere, and consequently that to refuse to allow them to insure in England would throw a loss on the French trading community. It cannot be doubted that the same moderate arguments which he advanced on this matter have a bearing to-day. It is worth noting, however, that although he is quite positive that it is to the advantage of the British to insure the enemy's ships during war, yet he is less certain as to whether it is advisable to insure those of a potential enemy during peace. As to this question he advances the argument which was made by the French while ago with regard to the export of wheat, *i. e.*, that a potential enemy who relies on the use of time of peace would be seriously embarrassed by the withholding of it, a declaration of war.

The more practical part of the essay began with a comment to the effect that experience shows that this insuring of enemy's ships makes our insurers bad British subjects. "They cannot but rejoice at the capture of the enemy's ships," and, therefore, they inform the enemies of the stations of our men-of-war. "To remove all shadow of a doubt upon this subject, I say that our insurers will give information to the French of the British cruisers because it will raise the pretence to our cruises that it will raise the pretence to our cruises to capture French ships because it will promote success." He also maintains that the French ships, when over-insured, habitually go the way of the English cruisers. Of this he gives instances. "As the French admitted to estimate their ships at whatever value they please, they insure their ships at the bound ships laden with stores and provisions at the real value of such provisions and stores." This, however, will probably be true, but it does not raise their value in England, and if afterwards the ships are taken by English cruisers, our insurers are to be the French twice as much as usual, and the French twice as much as usual. And this is the case of almost all the French outward-bound vessels to the West Indies." The loss to the West Indies was

and severe; but England in effect paid exorbitant prices for provisions which she did not want.

He made the further point, which was important, that by being thus enabled to purchase the loss of their property, the French were absolved from the need of providing conveyance for them; and thus had their ships more at disposal, so that, as he put it, these men-of-war were of more use to them than ten to us. "It was thus they were enabled to make their attempt upon Nova Scotia. By the same means they have seized the most important of British settlements in the East Indies." The law which he proposed had in fact been contemplated at the beginning of the war, but it was then overruled. He concludes by saying that the French Government was to dread the prospect of such a law, and had begun to place insurances elsewhere, so far as they might. He still believed, however, that there was time for such a law to do much good if passed at once.

The iron undoubtedly was hot, for the law was passed at once. The debate which took place in the House of Commons on the introduction of the Bill is fully given in the Parliamentary history. The text of the law is to be found in the Public General Acts. It is very short. It forbids such insurance entirely under a penalty of £500. Dates at which it should be taken to come into force in different parts of the country were fixed; for England the date was April 1, 1804, for Europe July 1. But the law was passed for the course of the existing war only, and that was already approaching its end. When the Seven Years War broke out Morris was again to the fore with a revised edition of his pamphlet on the same theme, so that there is abundance of evidence readily to be had that those who would ascribe to him the role to the more than one singular species of fraud during a long and important period. But hitherto this evidence has been totally neglected.—London Exchange.

NO TRACE OF DR. COOK.

News has just been received at Fairbanks (Alaska) that the Fairbanks expedition for the ascent of Mount McKinley reached the summit on April 3rd after a climb lasting over a week from the moment of leaving the base. No trace was made of Dr. Cook's alleged ascent.

The expedition was composed of Messrs. Thomas Horn, Harry Karsten, and Charles McGonigle, all experienced mountaineers.

A previous message from the party, received at Seattle on April 4th stated that at the time of despatch they had reached an elevation of 12,000ft., without having encountered any great difficulty. At that point they had found themselves confronted with almost perpendicular cliffs, and had to ascend almost vertically to the summit. After some search, however, the climbers had found a gap in the wall, and the writer of the message expressed the belief that they would reach the top.

The expedition was equipped with a dog-team and ample supplies; and established a regular base at the foot of the mountain. The members had agreed to forfeit \$50,000 if they did not reach the summit within the time specified. It is very hard to disprove Dr. Cook's claim to have reached the top of the mountain.

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[535]

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## THE CRUSADE AGAINST DYSENTERY.

WISE WORDS BY A PHYSICIAN.

Among the pernicious diseases incidental to life in the tropics dysentery takes an important place. The reasons for this are many and varied. It is, however, unnecessary to enumerate them here. The great fact which every resident in these countries, and therefore every possible sufferer, has to keep prominently in mind is how to avoid this dread complaint in the first place, and, in the next, how to take steps to cure it should he be unfortunate enough to contract it.

Speaking broadly, no tropical disease is more pestilential than dysentery. For it undermines the health, depresses the nervous system, reduces the tone and vigour of the whole body, diminishes the mental energy, and, generally, interferes with the individual's physical power of resistance against disease. The result is that, unlike what happens in most other diseases, one attack does not act as a preventive, but rather predisposes to another, thus rendering the weakened system liable to still further inroads, until the condition of the sufferer is deplorable indeed, for he may be attacked by many after-effects, like abscess of the liver, dropsy, scurvy, and nervous affections of various sorts.

Bad as all this is, the patient's case is rendered still worse by consideration of the fact that the general nutrition of the body is lowered by life in hot climates, that the digestive system is therefore depressed as well as the vitality, so that he not only starts heavily handicapped in favour of the disease, but also heavily handicapped against the conditions which make for recovery.

In these respects dysentery may be said to resemble typhoid fever on the one hand, and malaria on the other, and the danger of both is too well known to need more than passing notice. As typhoid is due to ulceration of the small intestine, so dysentery is due to similar condition of the large or lower bowel, while malaria and dysentery are believed to have a close relation, the former predisposing to attacks of the latter.

The treatment of dysentery, like that of typhoid, and, in great measure, that of malaria, is admittedly one of diet. Milk, the blandest of foods, was, until a comparatively short time ago, the sheet anchor of the physician. In the very acute stages of the disease many doctors are, however, opposed to its use, and many patients are not able to digest it, so that they grow steadily worse.

Happily, science has discovered a food- tonic which, as one physician has written, "possesses virtues of a very high order," and is "practically a specific in the modern treatment of dysentery." This is Sanatogen. Its composition is well known, for it has been widely stated to consist of 99 per cent. of pure casein of milk, the substance to which that food owes its nutritive value, in chemical combination—not merely mixed—with 5 per cent. of Glycero-Phosphate of Sodium, the chief vital constituent of the nervous system. These two substances, in the combination in which they exist in Sanatogen, are so digestible that the preparation puts no strain on the most feeble digestive organs. All of it is absorbed or assimilated by the body, so that there is no residue to irritate the ulcers which are formed in the course of the disease and prohibit the giving of solid food.

Sanatogen is, therefore, universally prescribed even in the acute stages of the severest cases, for it prevents deterioration in nutrition, and maintains the patient's power of resistance at a high level, thereby giving him a better chance of recovering quickly and without complications. More than that, cases which get worse under ordinary conditions rapidly improve when Sanatogen is added to the diet. One of the supremest values of Sanatogen is that it is not limited to restoring the health during or after dysentery. It is actually a preventive of the disease by strengthening the system so that it can withstand exposure to the infection.

Sanatogen can be obtained from all chemists. To meet the special needs of the dwellers in the tropics a booklet, "How to keep well in Tropical Climates," has been written by a physician who has practised for many years in the country, and it will be sent free to all who write for it mentioning the HONGKONG DAILY PRESS to Messrs. A. S. WATSON & Co., Hongkong, who are also able to supply Sanatogen. [125-4]

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## IN MY LADY'S CHAMBER.

(FROM THE "TIMES" CORRESPONDENT.)

The Paris chronicler, it appears, are going to give up stealing pearls; it is too easy to produce counterfeits that defy detection. These are much worn, and there are besides wise women who have their valuable pearls imitated closely, and then, when they travel, leave the realising in the bank and wear the false. Thieving is a poor enough profession in these days, without an "honest tradesman" scheming and contriving, and exercising all his dexterity to find himself in the end the possessor of a clever sham, interesting as a curiosity and intrinsically valuable, but worthless if compared with his expectations.

It will very likely before long make a difference to the wearers of pearls that counterfeit strings are easy to obtain and difficult to detect. At the present moment a string of pearls is a graceful and useful finish to an afternoon gown, since the gipsies round the neck, once white or cream, then pink, is now showing a tendency to disappear completely. In fact, we are threatened with quite colossal frocks for the summer. These are all very well for the young, and even for those who are not becoming when it reaches to the collar, but for those no longer in their first youth that kind of daylight exposure is not pretty, especially when we remember that the present fashion in figures tends to long thin necks. The fashionist cutting off her head by a straight line under the chin is an instructive and unbecoming one as the nearest glance into a photographer's window will convince anybody, but a lace or net gimp certainly has a happier effect with many people than a daylight décolleté.

## THE SCANTINESS OF SKIRTS.

The general effect of many of the latest gowns is a certain abbreviation both above and below, together with a narrowing of the skirt. White summer frocks are being made that are only about two yards round the hem. It remains to be seen whether any one will have the courage to get into them. Motor-cars will need to be provided with small steps to suit the convenience of the wearers of such gowns as these, and they will certainly be incapable of sustaining their steps on any pretext whatever. Their manners will be forced into that repose

Which stamps the caste of Vere de Vere. Even when the skirt seems to promise to be fairly full it is often caught in between the knee and the ankle, and its wearer is thus completely hobbled. Sometimes a skirt is draped in a "whirlwind" style, very becoming to a tall, slight wearer, tied in a knot in front, and billowing out in graceful folds above the knee.

## CHANGES IN LININGS.

A supple figure with sweeping, unbroken lines is demanded by the fashion of the present moment, and in order to obtain this effect every detail of the costume must be carefully thought out. Corsets are long, but have few bones; they rely upon their exquisite cut and modelling to grip the figure without deforming it. It is true that there are women so self-distrustful that even in the present day, when it is quite unnecessary, they have their corsets made to fit a purely ideal figure, instead of having them made to their own measure. This is a pathetic mistake, apparent to every onlooker. A short time ago linings were always stiff and hard, and bodies were elaborately boned. Now the hard of the skirt is determined by the weight of the material, often helped by small leaden discs, its lining is usually of soft pongee silk. The bodice has no bones at all, and is seldom weighted in any way, and its lining is of the very softest material—often nothing but voile. No one now goes about in the corset, and the general effect of a roomful of women is certainly more graceful and pleasing than it used to be.

## HOME DRESSMAKING.

The all-importance of the cut makes it perhaps rather more difficult than it once was for one's own maid to make a perfectly new gown, but on the other hand there never was a better time for using up remnants. Most dresses are made of two materials, sometimes of three. A thoroughly well-cut underdress will wear gracefully to its last thread, and may appear in all kinds of unrecognisable forms, with over-tones of different shapes, colours, and materials. The places where the different parts of the costume join—for instance, where the heavier base of the skirt, chosen to hang well, joins the thinner upper portion, chosen to drape the hips as closely as possible—all necessary lines and edges are adorned with elaborate embroidery often made with fine silk braid. This kind of work can easily be done by a reasonably clever maid; she must draw her design in pencil on a white sheet of paper, then taking a small piece of sharpened stick—a match does very well—she must go over every line with a clear bold stroke making everything exactly the size and shape that she wishes in the material: a piece of voile or net is then sewn closely over the design, which shows through it quite clearly, and, finally, the braid is carefully sewn to the voile, the smartest being guided by the pattern on the paper, which she can see below. It is better not to sew through the paper, as the voile is apt to be stretched when the pieces are pulled from under the threads afterwards. The braid can be sewn on the trial for which it is destined, and very often the voile looks quite pretty left as it is, but the effect is not good if it can easily be removed with a pair of embroidery scissors.

## THE EFFECT OF STRIPES IN DIFFERENT DIRECTIONS.

Where the junction of the base and the upper part of a skirt is hidden by a band of trimming, it is usual to have several parallel encircling bands of the same kind. Many people are under the impression that bands that go straight up and down make their wearers look taller, while bands that go all round make them look shorter. Any one who will take the trouble to rule out two square inches of paper in horizontal and in vertical stripes can convince themselves that vertical stripes really seem to add to the width and horizontal stripes to the height. Neither vertical nor horizontal bands, however, can be considered the most becoming arrangement for trimming for any ordinary figure. A Y-shaped arrangement is generally far more pleasing, and it is at present quite commonly used. The traces of lace or embroidery, so much worn a few years ago, are again in favour in a rather different form; they are fixed to the costume and generally extend behind in the form of a decorative ornament. Hanging ornaments of beads, &c., are very much worn, and often have an important function in holding the gown in place. In evening dresses especially such ornaments form a useful part of the effect that is generally desired, a graceful simplicity of outline and an elaborate richness of detail.

## A BEAUTIFUL EVENING DRESS.

A wonderfully beautiful evening dress worn the other day was a dark purple satin, made very simply, close and clinging from the edge of the low-cut bodice to the hem of the plain skirt. But on shoulder and hip were the most wonderful clusters of grapes and foliage,

embroidered in gold and black. Another evening gown, a pale blue mousseline de soie, was made very simply, half-vailing the neck up to the throat, but in the front the edges of the cloth were marked in beautiful gold lace, and the skirt to the high waist was covered with the richest possible gold embroidery. The same effect of rich detail and simple line was seen in yet another evening dress. It was made of simple white mousseline de soie, but round the base of the skirt was a broad band of exquisite Irish lace, and a tunic of the same, made rather in the shape of a sublimated frock-coat, fell in straight lines on either side of the front and reached to a little below the knee.

It was only a little trouble about the placing of the embroidery that is to adorn their frocks; they will find that wonderfully becoming effects can be produced. It is no use studying the ordinary elongated fashion-plate, with its extraordinary figure, apparently about seven feet high and one foot across the shoulders. It is no use noticing what other women are doing. The position of every band of trimming or richness of embroidery must be worked out by the wearer in front of a cheval-glass. The improvement that can be produced by a slight change of position is simply amazing.

## WOMEN NOT ALLOWED.

A REMARKABLE STATE.

Duke Max zu Sachsen, brother of the King of Saxony, and Professor of Theology at the University of Freiburg, in Switzerland, delivered a lecture at Berlin on Saturday, April 9th, before a fashionable gathering of Berlin Court society, including Prince Karl Anton von Hohenzollern and his suite, as well as most of the Roman Catholic clergy in the German capital.

In his address, which dealt with "The Monks' Republic on Mount Athos and their Art and Literary Treasures," the learned priest proved himself a sympathetic and experienced orator. His delicate, almost girlish features are set off by a soft, dark beard, while his lips seem to quiver with nervous excitement. His clerical training becomes apparent from the monotonous chantlike cadence at the end of each sentence. The Duke gave an account of a visit he had recently paid to the holy mountain of the Greeks on Chalcidice, and of the republic of monks which has existed there from time immemorial. Twenty monasteries and a large number of affiliated religious communities have for centuries past led an entirely independent and self-contained existence on this beautiful peninsula. The form to-day, under Turkish suzerainty, just as independent a State within the State as they did in the days of the Byzantine Emperors, whose Golden Bulls granting their privileges are still in existence and preserved.

Women are not tolerated on Mount Athos; and even female animals are prohibited. Condensed milk is imported from Switzerland to avoid giving offence to the clerical eye. A vast quantity of precious treasures and precious MSS. have been stored in the course of centuries within the libraries of the monasteries on Mount Athos. Most of their contents are entirely unknown, and the literary discoveries that could be made there should be of the greatest possible value to history.

## RUBBER IN SIAM.

With all the talk of rubber amongst local investors, writes a correspondent, few know that there are at least two small plantations in Bangkok now ready to be tapped. Those looking to invest in rubber, however, need not worry, as there is no likelihood of either being flooded. In Dusit Park there are about 100 trees over six years of age and of more than sufficient girth for tapping. These trees have seeded, and from the seeds young trees one and a half feet high are growing. The old trees are now again in bloom. The other miniature estate is at Samson on land belonging to Luang Santhorn Kosa. The trees here have also been ready to tap for some considerable time, but no one possesses the requisite knowledge.

The soil of Bangkok is far too clayey, of course, for rubber, which requires a more sandy loam.

Chantaboon has been considered by some to be a favourable spot for rubber growing. Certainly the soil is better than here, and the rainfall extends over a longer period, while in places there is always a sufficiency of water apart from the rainfall.

Recently a number of rubber seeds were imported to Chantaboon with the view of experimenting as to the suitability of the soil near the waterfront there. It is now said that a number of pepper gardens, which owing to the drop in the price of that commodity have ceased to be cultivated, have been acquired by those anxious to try rubber growing.

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[612]

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TOTAL FUNDS AT 31st DECEMBER, 1909, £19,121,310.

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Subscribed Capital ... £3,750,000

Paid-up Capital ... £1,212,500 0 0

II. Fire Funds ... £3,204,753 7 10

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Hongkong, 15th January, 1909. [908]

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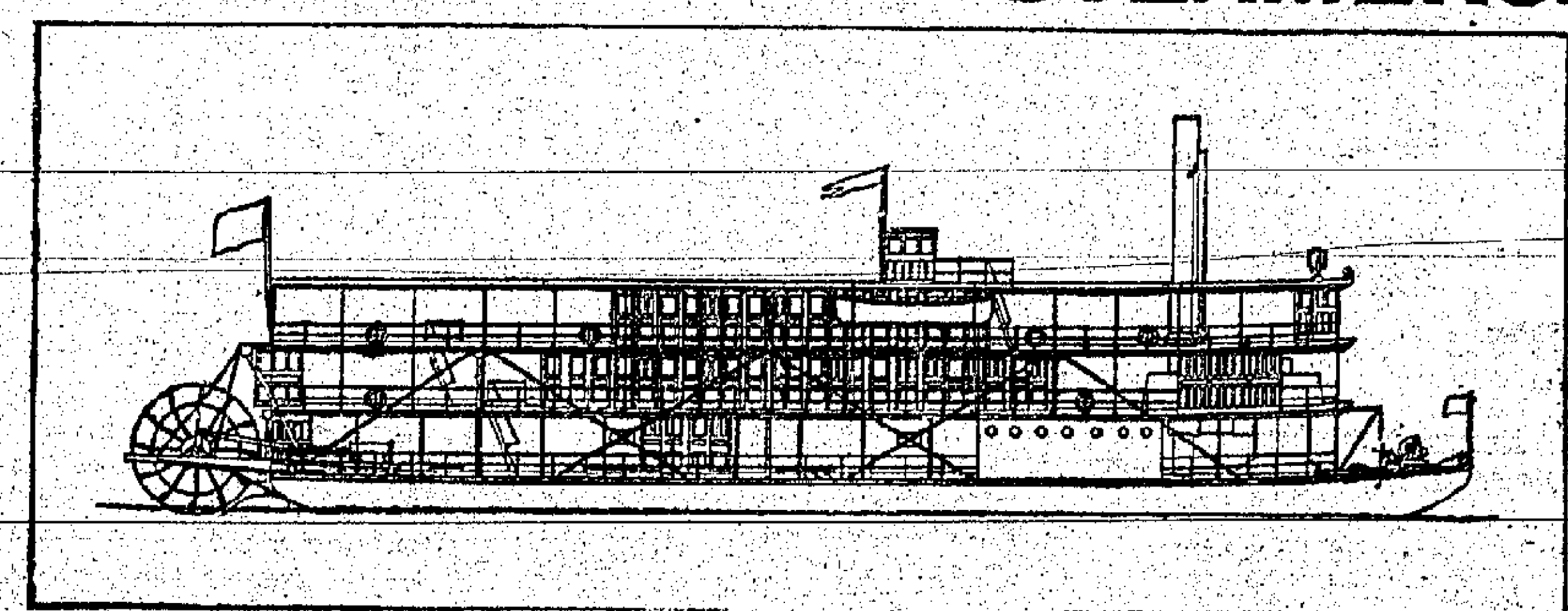
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## STRAITS SETTLEMENTS STOCKS AND SHARES.

## RUBBER COMPANIES.

SINGAPORE, APRIL 28.

Date of formation	Capital	Subscribed	Number of Shares	Value	Paid up to	Shares Unissued	Company	Quotations	Last Dividend
1899	120,000	105,000	105,000	1	1	...	Alor Gajah Rubber Estate	4.50	...
1899	750,000	600,000	140,000	2 1/2	2 1/2	...	Ayer Panas Rubber Estates Co.	15.00	...
1899	250,000	250,000	750,000	2 1/2	2 1/2	...	Alagar Rubber Estate, Ltd.	7 1/2	...
1900	210,000	210,000	1,500,000	2 1/2	2 1/2	...	Anglo-Malay Rubber Co., Ltd. (fully paid)	11.60	30% in '08
1900	820,000	151,200	15,120	10	10	4,880	Balagwan Rubber Estate, Ltd.	25.00	100% for '08
1900	350,000	35,250	470,000	2 1/2	1 1/2	...	Batang Malaka	5 1/2	...
1904	230,000	20,187 10/100	19,000	1	1	6,250	Batu Caves Rubber Co., Ltd. (f.p.)	18.00	80% for '08
1900	280,000	70,000	70,000	1	1	...	Batu Tiga (Selangor) Rubber Co., Ltd.	5.15	25% in '06
1900	100,000	68,500	57,816	1	1	...	Bukit Kajang Rubber Estates, Ltd.	3.65	...
1907	230,000	25,500	22,184	10 1/2	10 1/2	...	Bukit Lintang Rubber Estates, Ltd.	3.00	...
1907	270,000	68,700	24,000	1	1	12,000	Bukit Rajah Rubber Co., Ltd.	7.00	...
1910	550,000	500,000	50,000	10	10	3,300	Bukit Timah Rubber Estates, Ltd.	20.00	60% for '08
1908	235,000	230,000	30,000	1	1	...	Cardfield (Klang) Rubber Co., Ltd.	2.00	...
1910	750,000	700,000	70,000	10	10	...	Changkat Serdang Estate, Ltd.	22.00	...
1909	300,000	62,500	12,600	10	5	...	Cheras Rubber Estates, Ltd.	11.00	...
1909	225,000	175,000	1,750,000	2 1/2	2 1/2	...	Chersonese (F.M.S.) Estates, Ltd.	7 1/2	...
1904	215,000	16,000	10,000	2 1/2	2 1/2	...	Cicely Rubber Estate	3.00	25% in '08
1905	275,000	62,007	62,007	1	1	1,000	Consolidated Malay Rubber Est., Ltd.	3.00	25% in '08
1909	2110,000	102,500	102,500	1	1	7,600	Damansara (Selangor) Rubber Co., Ltd.	15.15	80% in '08
1909	550,000	475,000	475,000	1	1	...	Edinburgh Estates, Ltd.	9.50	50% for '08
1909	45,000	40,000	40,000	1	1	...	Edinburgh Estates, Ltd.	6.10	...
1907	80,000	70,000	70,000	1	1	...	Federated Selangor	1.50	...
1909	830,000	300,000	300,000	17	17	...	Golconda Malay	2.50	...
1909	880,000	680,000	40,000	10	10	...	Glenely Plantations, Ltd.	3.50	...
1909	830,000	150,000	30,000	10	5	...	Heves Rubber Planting Co., (f.p.)	23.00	...
1909	231,000	205,000	305,000	1	1	8,784	Henrietta Rubber Estate	14.00	...
1904	250,000	30,000	30,000	1	1	2,600	Highlands & Lowlands Para R. Co., Ltd. (f.p.)	8.10	15% in '08
1909	220,000	200,000	20,800	10	10	...	Inch Kenneth Rubber Estates, Ltd.	16.10	25% in '08
1905	235,000	65,000	65,000	2 1/2	2 1/2	...	Indragiri (Sumatra) R. & G. Percha Co., Ltd.	46.00	...
1909	200,000	182,500	106,000	1	1	...	Kapar Para Rubber Estates Co., Ltd.	9.15	...
1909	200,000	180,000	180,000	1	1	...	Kamuning Perak	nominal	...
1907	180,000	180,000	180,000	1	1	...	Kuala Lumpur Rubber Co., Ltd.	13.00	...
1907	300,000	200,000	20,000	10	7	...	Kombok Rubber Estate Ltd.	7.00	20% in '08
1907	210,000	90,000	90,000	1	1	10,000	Labu (F.M.S.) Rubber Co., Ltd.	9.00	7% for '08
1907	232,000	268,780	187,930	1	1	52,605	Lanadun Rubber Estates, Ltd.	8.10	10% for '08
1906	125,000	75,000	60,000	250	1	25,000	Leadbury Rubber Estates, Ltd.	8.00	10% in '08
1895	100,000	98,224 8/100	68,224 8/100	2 1/2	2 1/2	18,758	Linggi Plantations, Ltd., Ordinary	4.00	...
1907	210,000	118,000	118,000	1	1	...	London Asiatic R. & P. Co., Ltd.	8.50	65% in '08
1909	232,000	74,000	150,000	1	1	...	Lumut Rubber Estate	8.50	7% for '08
1900	240,000	300,000	185,000	1	1	...	Malacca Rubber Plantations 7 1/2 per cent. Pref.	15.00	10% for '08
1909	231,000	175,000	1,750,000	2 1/2	2 1/2	...	Merliman Rubber Estate, Ltd.	7 1/2	...
1903	230,000	22,500	22,500	2 1/2	2 1/2	75,000	Pataling Rubber Estates Synd., Ltd.	4.00	125% for '08
1909	240,000	400,000	80,000	5	5	...	Pajam, Limited	19.00	...
1909	200,000	200,000	200,000	1	1	...	Pantai, Limited	2.50	...
1909	550,000	450,000	45,000	10	10	...	Pegoh, Limited	57.00	...
1910	245,000	285,000	35,000	5	5	10,000	Port Dickson Rubber Co., Ltd.	11.00	...
1906	285,000	85,000	85,000	1	1	...	Perak Plantations	7.10	12 1/2% for '08
1909	260,000	63,676	35,000	1	1	...	Rembia Rubber Estates Co., Ltd., Ordinary	nominal	...
1902	220,000	18,762	20,000	10	10	4,595 part paid shares	Sagga Rubber Company, Ltd.	14.10	...
1904	100,000	100,000	50,000	2	2	221 7 1/2 Deb.	Sandycroft Rubber Co., Ltd.	48.00	150% for '10
1905	100,000	100,000	71,378	1	1	...	Sapong Rubber Estate, Ltd.	2.00	...
1907	200,000	80,400	48,000	1	1	...	Seaford Rubber Co., Ltd.	7.15	...
1898	230,000	30,000	30,000	2 1/2	2 1/2	2,000	Selangor Rubber Co., Ltd.	7.50	...
1905	500,000	500,000	100,000	100	100	...	Singapore Rubber Co., Ltd.	4.30	125% in '08
1903	242,000	328,800	2,423	2	2	...	Singapore & Johore Rubber Co., Ltd. (f.p.)	70.00	...
1900	212,000	100,000	100,000	1	1	...	Singapore Para Rubber Estates, Ltd.	21.00	20% in '10
1906	65,000	650,000	6,500	1	1	...	Shelford Rubber Estate, Ltd., 3 per cent.	4.25	...
1909	225,000	600,000	10,000	10	6	...	St. Helena Rubber Coy., Ltd.	25.00	3% for '08
1909	210,000	100,000	100,000	1	1	...	Sistang Rubber Estate, Ltd.	3.00	...
1909	250,000	32,000	40,000	1	1	...	Sendayan Rubber Estate, Ltd.	3.40	...
1909	175,000	175,000	175,000	2 1/2	2 1/2	...	Straits Settlements (Bertram) R. Co., Ltd.	10 1/2	15% for '08
1909	100,000	100,000	100,000	1	1	385 forfeited	Sungei Kapar Rubber Co., Ltd.	10.10	div. 7 1/2% in '08
1909	175,000	55,000	55,000	1	1	...	Sungei Salak Rubber Co., Ltd.	5.10	...
1907	270,000	60,000	60,000	1	1	600	Sungei Way (Selangor) Rubber Co., Ltd.	6.00	...
1904	250,000	40,500	38,400	1	1	...	Sungei Choh	4.15	...
1907	15,000	40,500	38,400	1	1	...	Tobruan (Johore) Rubber Co.	4.00	...
1908	215,000	60,000	64,000	1	1	...	Tanuk Anson Rubber Estates, Ltd.	4.00	...
1909	230,000	165,000	33,000	5	5	...	United Singapore Rubber Estates, Ltd.	12.50	...
1909	1,000,000	637,500	737,500	1	1	...	United Serdang (Sumatra) Rub. Ltd.	7.15	5% for '08
1907	230,000	170,000	170,000	1	1	48,000	United Sumatra Rubber...	18 1/2	10% for '08
1908	235,000	65,000	650,000	2 1/2	2 1/2	...	Vallambrosa Rubber Co., Ltd.	3.00	25% in '08
1904	250,000	60,000	500,000	2 1/2	2 1/2	94,000			

## MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

SINGAPORE, APRIL 28.

BRITISH.

Alacrity, despatch-boat, 700 tons, 4 guns, 3,000 h.p., Com. A. Lowndes, Shanghai.

Astraea, 2nd class cruiser, 4,350 tons, 10 guns, 7,000 h.p., Captain E. B. Kiddle, Hongkong.

Atlas, admiralty tug, 615 tons, 1,400 i.h.p., Master, S. West, Hongkong.

Bedford, 1st class cruiser, Capt. E. S. Fitzherbert, Hongkong.

Bramble, gunboat, 710 tons, 900 i.h.p., Lieut. Comdr. B. G. Washington, Shanghai.

Britomart, gunboat, 710 tons, 900 h.p., Lieut. Comdr. E. H. Donovan, Hongkong.

Cadmus, British sloop, 1,070 tons, Comdr. H. L. P. Heard, Shanghai.

Cherub, water tank and tug, 390 tons, 300 i.h.p., Master, W. Smith, Hongkong.

Clio, British sloop, 1,070 tons, Comdr. O. T. Borrett, Shanghai.

Fame, torpedo-boat destroyer, 310 tons, 6 guns, 5,700 h.p., Lieut. Comdr. C. E. Lloyd, Thomas, Hongkong.

Flora, 2nd class cruiser, 4,350 tons, 10 guns, 7,000 h.p., Captain J. Nicholas, Shanghai.

Handy, torpedo-boat destroyer 275 tons, 6 guns, 4,000 h.p., Lieut. Comdr. B. J. D. Gray, V.C., Hongkong.

Hart, torpedo-boat destroyer, 275 tons, 6 guns, 4,000 h.p., Lieut. Comdr. H. S. Monroe, Hongkong.

Janus, torpedo-boat destroyer, 280 tons, 6 guns, 3,900 h.p., Lt. Comdr. G. C. Heathcote, Hongkong.

Kent, 1st class cruiser, 9,300 tons, 14 guns, 22,000 h.p., Capt. S. St. J. Farquhar, Hongkong.

Kinsara, river gunboat, 616 tons, Lieut. Comdr. T. J. S. Lyne, Yangtze.

Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 h.p., Capt. F. C. Leamouth, Hongkong.

Minotaur, 1st class cruiser, 14,600 tons, Capt. G. C. Cayley, Hongkong.

Monmouth, cruiser, 3,800 tons, Capt. L. E. Power, M.V.O., Hongkong.

Moorhen, river gunboat, 180 tons, 2 guns, Lieut. Comdr. G. P. Leith, Hongkong.

Nightingale, river gunboat, 85 tons, 240 h.p., Lt. Comdr. Claude Hillierden-Woodward, R.N., Yangtze.

Otter, torpedo-boat destroyer, 385 tons, 6 guns, 6,300 h.p., Comdr. H. Stavarson, Hongkong.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. J. White, West River.

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. E. J. J. B. Southby, West River.

Snake, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. John Michael Barker, Yangtze.

Taku, torpedo boat destroyer, Gannet W. R.N., Hongkong.

Tamar, river gunboat, 180 tons, 2 guns, 240 h.p., Comdr. H. J. G. Good, Yangtze.

Teal, river gunboat, 180 tons, 2 guns, Lieut. Comdr. H. J. G. Good, Yangtze.

Thistle, gunboat, 710 tons, 900 h.p., Lieut. Comdr. M. B. Baillie Hamilton, Yangtze.

Vivago, torpedo boat destroyer, 385 tons, 6 guns, 6,300 h.p., Lt. Comdr. G. B. Hartford, Hongkong.

Waterwitch, surveying ship, 620 tons, 450 h.p., Lieut. Comdr. R. L. Hancock, Hongkong.

Whiting, torpedo-boat destroyer, 350 tons, 5 guns, 5,900 h.p., Lieut. Comdr. G. B. Hartford, Hongkong.

Widgeon, gunboat, 195 tons, 2 guns, 800 h.p., Lt. Comdr. M. H. Wilding, Yangtze.

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. B. R. Brooke, Yangtze.

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. G. F. A. Mulock, Yangtze.

Austrian.

Kaiserin Elisabeth, Austrian protected cruiser, 4,000 tons, 12 guns, 10,000 h.p., Rear Admiral de la Croix de Castries (Commander-in-Chief).

Panther, third class cruiser, 1,530 tons, Fregettenkapitan, Theodor Scheel Ed. von Schmidt.

FRENCH.

Achéron, armoured gunboat, 1,330 tons, 9 guns, 1,700 h.p., Lieut. Bertrand, Saigon.

Alger, 2nd class cruiser, 4,320 tons, 22 guns, 5,100 h.p., Commander Fournier, Hongkong.

Alouette, gunboat, 520 tons, 7 guns, 400 h.p., Commander Bégin, Saigon.

Argus, river gunboat, 180 tons, 6 guns, 570 h.p., Lieut. Audouard.

Biancotto, gunboat, 140 tons, Reserve, Saigon.

Cimeterre, gunboat, 140 tons, Reserve, Saigon.

Carnade, gunboat, 184 tons, Reserve, Saigon.

Désolé, gunboat, 680 tons, 10 guns, 900 h.p., Lieut. de Linars, Shanghai.

Dupleix, armoured cruiser, 7,578 tons, 26 guns, 17,000 h.p.

Desaix, armoured cruiser, 7,578 tons, 26 guns, 17,000 h.p.

D'Almeida, gunboat, 141 tons, Reserve, Haiphong.

Esturgeon, sub-marine, 70 tons, 60 h.p., Lieut. Comdr. Saigon.

Fronde, destroyer, 300 tons, 7 guns, 5,800 h.p., Saigon.

Henri Rivière, river gunboat, 150 tons, 6 guns, 153 h.p., Haiphong.

Lynx, sub-marine, 70 tons, 60 h.p., Lieut. Marre.

Montcalm, armoured cruiser, (flagship) 9,677 tons, 38 guns, 19,000 h.p., Rear Admiral de la Croix de Castries (Commander-in-Chief).

Manche, surveying-ship, 1,625 tons, 10 guns, 900 h.p., Commander Magot de la Touche, Saigon.

Monarque, destroyer, 300 tons, 7 guns, 5,800 h.p., Lieut. Comdr. de la Roche Keranderson, Saigon.

Olry, river gunboat, 170 tons, 6 guns, 500 h.p., Lieut. de Maindreville, Upper Yangtze.

Poilho, river gunboat, 130 tons, 4 guns, 280 h.p., Lieut. Puch, Tonkin.

Pierle, sub-marine, 70 tons, 60 h.p., Lieut. Monier, Saigon.

Pistolet, destroyer, 300 tons, 7 guns, 7,000 h.p., Commander Mortenol, Hongkong.

Protée, sub-marine, 70 tons, 60 h.p., Lieut. de la Roche Keranderson, Saigon.

Redoubtable, battleship (reserve), 9,330 tons, 37 guns, 8,200 h.p., Capt. Dronet, Saigon.

Styx, armoured gunboat, 1,800 tons, 8 guns, 1,600 h.p., Lieut. Seriot, Saigon.

Taku, destroyer, 290 tons, 6 guns, 5,500 h.p., In Reserve, Saigon.

Vauban, torpedo-depot, Commander Mortenol, Hongkong.

Vétéran, torpedo-depot, Lieut. Bihal, Cap Saint-Jacques.

Vigilante, river gunboat, 180 tons, 6 guns, 71 h.p., Lieut. Dumonin, Siam.

GERMAN.

Arcona, cruiser, 2,719 tons, Captain von Hippel.

Jitta, gunboat, 1,000 tons, 10 guns, 1,300 h.p., Captain Lenz.

Jaguar, gunboat, 900 tons, 10 guns, 1,300 h.p., Captain Graf von Pommern-Wolner.

Leipzig, cruiser, Captain Singel.

Lynx, gunboat, 890 tons, 10 guns, 1,844 h.p., Captain Solken.

Scherhorst, armoured cruiser (flagship), 11,420 tons, 32 guns, 26,000 h.p., Kapitän zur See Maass.

Taku, destroyer, 890 tons, 4 guns, and 2 torpedo tubes, 3,600 h.p., Kommandant Kolbe.

(Hanse) Bremen.











# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
MOJI, KOBE and YOKO.	JAPAN	About 9th May.	Freight and Passage.
HAMA	Capt. W. B. Palmer, R.N.R.	May.	
SHANGHAI	DEVANHA	About 12th May.	Freight and Passage.
	Capt. Powell	May.	
LONDON via USUAL PORTS	DELHI	Noon, 14th May.	See Special of Call.
	Capt. G. W. Gordon, R.N.R.	May.	
LONDON and ANTWERP	NOBE	About 18th May.	Freight and Passage.
via SINGAPORE, PENANG, COLOMBO, PORT SAID and MANZEL	Capt. G. Phillips	May.	

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 7th May, 1910.

## CHINA NAVIGATION CO., LD.

### SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
RAIPHONG	"SINGAN"	On 7th May, 10 A.M.
SAIGON	"NINGPO"	On 7th May, Noon.
SHANGHAI	"OHINHUA"	On 8th May, 10 A.M.
MANILA	"TEAN"	On 10th May, 3 P.M.
CHEFOO & NEWCHANG	"NANCHANG"	On 11th May, 4 P.M.
SHANGHAI	"CHENAN"	On 12th May, 4 P.M.
SHANGHAI	"LINAN"	On 15th May, 10 A.M.
MANILA	"TAMING"	On 17th May, 3 P.M.
SHANGHAI	"ANHUI"	On 19th May, 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	On 26th May, 4 P.M.

### DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI".  
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout, and Electric Fans in the State-rooms. A daily qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.  
MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI" "CHENAN", "OHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.  
FARE, \$45 SINGLE and \$80 RETURN.  
For Freight or Passage apply to—  
HONGKONG, 7th May, 1910.

BUTTERFIELD & SWIRE,  
AGENTS.

## INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL
SANDAKAN	"MAUSANG"	Saturday, 7th May, Noon.
SHANGHAI via SWATOW	"HANGSANG"	Saturday, 7th May, Noon.
SINGAPORE	"HINANG"	Tuesday, 10th May, Noon.
TIENTSIN	"CHEONGSHING"	Tuesday, 10th May, Noon.
MANILA	"LOONGSANG"	Friday, 13th May, 4 P.M.
SHANGHAI, KOBE & MOJI	"KUTSANG"	Tuesday, 17th May, Noon.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Wednesday, 18th May, Noon.
MANILA	"YUENSANG"	Friday, 20th May, 4 P.M.

### RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.  
The Steamers "KUTSANG", "NAMSANG" and "YUENSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.  
\* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.  
\* Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.  
\* Taking Cargo on through Bills of Lading to Kuddat, Lahad, Datu, Simporna, Tawau, Uman, Jesselton and Labuan.  
Telephone No. 215, 8th Exch. 4.  
For Freight or Passage, apply to—  
HONGKONG, 7th May, 1910.

JARDINE, MATHESON & Co., Ltd.,  
GENERAL MANAGER.

## DOUGLAS STEAMSHIP CO., LIMITED.

### HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAIMUN"	SWATOW	SUNDAY, 8th May, at 10 A.M.
"HAIYANG"	SWATOW, AMOY and FOCHOW.	TUESDAY, 10th May, at 10 A.M.
"HAIHING"	SWATOW, AMOY and FOCHOW.	FRIDAY, 13th May, at 10 A.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 5th May, 1910.

## EAST ASIATIC CO., LD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI. RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK. SWEDISH EAST ASIATIC CO., LD. GOTHENBURG.

### PROJECTED SAILINGS FROM HONGKONG.

#### SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
ANGHAI, SYOKOHAMA and KOBE	"CANTON"	Middle of May.
MARSEILLES, COPENHAGEN and GOTHENBURG	"PEKING"	On 26th May.

For Further Particulars apply to—  
HONGKONG, 4th May, 1910.MELCHERS & CO.,  
AGENTS.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rogers	Manila	On 7th May, Noon.
RUBI	2540	A. Fraser	Manila	On 14th May, Noon.

For Freight or Passage apply to  
Hongkong, 2nd May, 1910.

SHEWAN, TOMES & Co.,  
General Managers.

## HAMBURG-AMERIKA LINIE HAMBURG.

### EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports and the Company's "Arabian and Persian Service" to Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

### NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
For SHANGHAI, KOBE & YOKOHAMA:	For HAVRE & HAMBURG:
S.S. SUEVIA ... 18th May.	S.S. ANDALUSIA ... 12th May.
S.S. WESTPHALIA ... 2nd June.	For MARSEILLES, HAVRE & HAMBURG:
S.S. ARABIA ... 15th June.	S.S. SILESIA ... 30th May.
S.S. SCANDIA ... 30th June.	For ROTTERDAM, HAMBURG & ANTWERP:
S.S. SEGOVIA ... 13th July.	S.S. BELGRAVIA ... About beg. of June.
S.S. SAXONIA ... 28th July.	For HAVRE & HAMBURG:
S.S. SLAVONIA ... 10th Aug.	S.S. SENEGAMBIA ... 10th June.
	For ROTTERDAM, HAMBURG & ANTWERP:
	S.S. SILVIA ... About mid. of June.
	For NEW YORK AND BOSTON:
	S.S. ARAGONIA ... 19th May.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

## SOUTH AMERICAN LINE.

### REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

STEAMERS	TONS	SAILING DATE
S.S. HONGKONG MARU	11,000 tons gross	Sail June 25th, at Noon.
S.S. KIYO MARU	17,200 "	" Aug. 24th, at Noon.
S.S. BUZO MARU	10,500 "	" Oct. 22nd, at Noon.
S.S. HONGKONG MARU	11,000 "	" Dec. 21st, at Noon.

For particulars apply to—

N. YAMADA, Acting Manager,  
TOYO KISEN KAISHA, King's Building.

Hongkong, 31st January, 1910.

## NIPPON YUSEN KAISHA.

### (THE JAPAN MAIL STEAMSHIP CO.)

#### PROJECTED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATE.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	IYO MARU Capt. R. Takeida	7,000	WEDNESDAY, 11th May at Daylight.
	HIRANO MARU Capt. H. Fraser	9,000	WEDNESDAY, 25th May, at Daylight.
	TANGO MARU Capt. A. Christiansen	8,000	WEDNESDAY, 31st June, at Daylight.
VICTORIA B.C. & SEATTLE	SADO MARU Capt. S. Horiuchi	7,000	SATURDAY, 21st May, from Kobe.
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA and SHIMIZU	TAMBA MARU Capt. K. Sato	7,000	TUESDAY, 24th May, at Noon.
	AWA MARU Capt. S. Ishikawa	7,000	TUESDAY, 21st June, at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi	6,000	FRIDAY, 13th May, at Noon.
	KUMANO MARU Capt. M. Winkler	6,000	FRIDAY, 10th June, at Noon.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU Capt. M. Winkler	6,000	WEDNESDAY, 11th May, at Noon.
SHANGHAI, MOJI and KOBE	COLOMBO MARU Capt. E. Combes	5,000	WEDNESDAY, 11th May.
KOBE and YOKOHAMA	KAMO MARU Capt. F. L. Sommer	9,000	THURSDAY, 12th May, at Noon.
BOMBAY via SINGAPORE and COLOMBO	WAKASA MARU Capt. M. Nielsen	7,000	TUESDAY, 17th May.

## CHEAPEST SUMMER RATES

### BETWEEN

### HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1910.

### SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 5 MONTHS.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st CLASS	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With Option of rail between Calling Ports in Japan.

\* Fitted with New System of Wireless Telegraphy. \* Cargo only. \* Carries Deck Passengers.  
\* Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.  
For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,  
MANAGER.

Hongkong, 6th May, 1910.

## OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

### TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVE
TACOMA via KEELUNG, MOJI, KOBE and YOKO.	"CHICAGO MARU" Capt. I. Goto	6,182	WEDNESDAY, 18th May, at Noon.
HAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	WEDNESDAY, 18th June, at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for stowage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

### HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

FOR	STEAMERS	LEAVE
TAMSUI via SWATOW & AMOY	"DAIGI MARU" Capt. M. Murayama	SUNDAY, 8th May, at 10 A.M.
ANPING via SWATOW & AMOY	"SOSHU MARU" Capt. Y. Yamamoto	WEDNESDAY, 11th May, at 10 A.M.
SHANGHAI via SWATOW, AMOY & FOCHOW	"BUJUN MARU" Capt. Y. Fushino	THURSDAY, 12th May, at 8 A.M.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine. The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.  
For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA,  
MANAGER.

## THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.  
TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.  
TOURS arranged to ALL PARTS of the WORLD.  
BAGGAGE collected, forwarded and insured at lowest rates.  
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.  
FOREIGN MONIES exchanged.

### OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION PLAYS OF 1910, AND THE ANGLO-JAPANESE EXHIBITION OF 1910.

Head Office for the Far East:—  
16, DES VŒUX ROAD, HONGKONG.

Japan Office:  
32, WATER STREET, YOKOHAMA.

"THE BEER THAT'S BREWED TO SUIT THE CLIMATE."

## O. B. BEER

### GUARANTEED ABSOLUTELY PURE.

IS MADE FROM BEST OBTAINABLE MATERIALS AND BY MOST SCIENTIFIC METHODS.

\$12.00 PER CASE.

THE BEST AND MOST WHOLESOME TONIC IS

## BOCK BEER

TAKEN WITH YOUR MEALS

\$14.00 PER CASE.

FROM YOUR DEALER OR FROM THE

## ORIENTAL BREWERY, LTD.

55 &amp; 57, DES VŒUX ROAD.

[537]

### VESSELS EXPECTED.

THE CANADIAN MAIL.  
The C.P.R. str. *Monteagle* arrived at Shanghai at 10 a.m. on the 5th inst., and left again at 8 p.m. same day for Hongkong, where she is due to arrive at 1 p.m. to-morrow.

THE FRENCH MAIL.  
The M.M. str. *Touraine*, with French Mail of the 10th ult., and mails from London of the 9th ult., will leave Saigon on the 6th inst., at noon, and is expected to arrive here on Monday morning, the 9th instant, and will leave for Shanghai and Japan on the same afternoon.

THE ITALIAN MAIL.  
The Apar str. *Catherine Apar* from Calcutta left Singapore on the 4th inst. afternoon, and may be expected here on or about the 9th inst.

The Indo-China str. *Kutsang* left Calcutta for the Straits and Hongkong on the 28th ult., and is due here on or about the 14th inst.

THE AUSTRALIAN MAIL.  
The N.Y.K. str. *Kumano Maru* (Australian Line) left Thursday Island for this port via Manila on the 28th ultimo, and is expected here on the 9th inst.

The E. & A. str. *Empire* left Port Darwin on the 26th ult., for Manila via Timor.  
The C.N. Co's str. *Changsha* left Australia on the 27th ult., and may be expected here on or about the 21st inst.

THE AMERICAN MAIL.  
The P.M. str. *Siberia* left Yokohama on the 30th ult., and is due here on the 13th inst.

MERCHANT STEAMERS.  
The N.G.I. str. *Capri* left Singapore for this port on the 2nd instant, and may be expected here to-morrow.  
The F. & O. str. *Japan* left Singapore for this port on the 3rd instant, at 6 a.m., and is due here to-morrow at about 6 p.m.

The N.Y.K. str. *Iyo Maru* (European Line) left Shanghai for this port on the 6th instant, and is expected here on the 9th inst.

The N.Y.K. str. *Nikko Maru* (Australian Line) left Nagasaki for this port on the 6th instant, and is expected here on the 10th inst.

The O.S.K. str. *Osaka Maru* from Tacoma, left Manila for this port on the 7th instant evening, and is expected to arrive here on or about the 10th inst.

PASSENGERS.  
ARRIVED.  
Per *Chinua*, from Shanghai, Mrs. Cogan and child, Mrs. Leech, Mrs. Moys and Lassal.  
Per *Tan*, from Manila, Mrs. Ryan, Mrs. Fraser, Messrs. Castro, Francis, Wente and Abba.

SHIPPING REPORTS.  
The British str. *Nanshan* reports: Fine weather throughout, light S.E. to East winds.  
The British str. *Haimun* reports: Light variable breeze and fine clear weather, smooth sea.

The German str. *Angeln* reports: Fine weather, with Easterly moderate winds and moderate sea and B.N.E. swell.  
The German str. *Geben* reports: Ship returned from sea, when fire was discovered in the cargo, which has been extinguished.

VESSELS IN DOCK.  
May 6th.  
Kowloon Dock—*Union*, *Feilo*, *St. Enoch*, *S.M.S. Cormoran*, *Clara Jeevan*, *H.M.S. Moorhen*, *Skia On*, *Proetus*, *Lekin*.

TAIKOO DOCK—*Singap*, *Shantung*, *Patahan*, *Sansu*, *Linan*, *Cyclops*, *Malthide*, *Suerie*, *Chilli*, *Fochow*.

STEAMERS PASSED THE CANAL.  
April 15th—Denbighshire. *Kamo Maru*, *Laertes*, *St. Patrick*, *Socotra*, *Towane*, *Welsh Prince*, 19th—*Ceylon*, *Olenochy*, *Suevia*, 22nd—*Perseus*, *Priam*, *Saxonia*, *Shimosa*, *Sinla*, *Sunda*, 26th—*Beneluch*, *Benlomond*, *P. B. Friedrich*, 29th—*Brigavira*, *Hilachi*, *Maru*, *Klasi*, *Nemmen*, *Tienachita*, *Yarra*, May 3rd—*Ats Maru*, *Benlawara*, *Glancus*, *Indravac hi*, *Pembrokehire*, *Pereia*, *Sambita*.

### ARRIVALS AT HOME.

May 3rd—*Indian*, *Kanayama Maru*, *Thesee*.



# D. SCHOLTE & CO., AMSTERDAM.

**DUTCH PIECE GOODS: SHIRTINGS  
SPANISH STRIPES, DRILLS,  
CASHMERES, ETC., AND ALL  
SUNDRIES.**

FOR PARTICULARS, CATALOGUES AND SAMPLES APPLY TO THE SOLE  
REPRESENTATIVE FOR CHINA:

**HUGO C. A. FROMM,**

HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

34-3

## POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN  
Route to EUROPE.

Mails from EUROPE via SIBERIA —  
Date of Despatch from London.

Date due in Hongkong.

Vessel.

15th &amp; 16th April.

To-day.

Meefoo.

The *Thurais*, with the French mail of the 8th ult., left Saigon on Friday, the 6th instant, at noon, and may be expected here on or about Monday, the 9th instant, at daylight.

FOR	PER	DATE.
Hai Phong ... ..	Singon ... ..	Saturday, 7th, 9.00 A.M.
Shanghai ... ..	Proteus ... ..	Saturday, 7th, 10.00 A.M.
Sandakan ... ..	Mausang ... ..	Saturday, 7th, 10.00 A.M.
Nagasaki ... ..	Tsurugisan Maru ... ..	Saturday, 7th, 10.00 A.M.
Tungkok ... ..	Loonok ... ..	Saturday, 7th, 10.00 A.M.
Saigon ... ..	Nagpo ... ..	Saturday, 7th, 10.00 A.M.
Swatow and Shanghai ... ..	Hongkong ... ..	Saturday, 7th, 10.00 A.M.
Manila ... ..	Zafro ... ..	Saturday, 7th, 10.00 A.M.

EUROPE, &c., India via Taticoria  
(Letters posted in all the Pillar Boxes in  
time for the first clearance will be  
included in this contract mail.)

Goeben ...

Printed Matter and Sam-  
ples ... .. 10.00 A.M.  
Registration ... .. 10.45 A.M.  
Kowloon ... .. 10.00 A.M.  
No late fee.

Macao ... ..  
Singapore, Penang and Calcutta ... ..  
Shanghai ... ..  
Swatow ... ..  
Maka ... ..  
Kobe ... ..  
Saigon ... ..

Sui Tai ...  
Japan ...  
Kwanglee ...  
Helene ...  
Hokusan Maru ...  
Shakano Maru ...  
Fausang ...

Letters ... .. 11.00 A.M.  
Saturday, 7th, 1.15 P.M.  
Saturday, 7th, 3.00 P.M.  
Saturday, 7th, 5.00 P.M.  
Saturday, 7th, 5.00 P.M.  
Saturday, 7th, 5.00 P.M.  
Saturday, 7th, 5.00 P.M.

Shanghai ... ..  
SIBERIAN MAIL TO EUROPE ... ..

Chin Hua ...

Registration ... .. 4.15 P.M.  
(Registration, with late  
fee of 10 cents, up to  
5.00 P.M.)  
Letters ... .. 6.00 P.M.

Swatow ... ..  
Swatow, Amoy and Tamsui ... ..

Haiman ...  
Daigi Maru ...

Sunday, 8th, 9.00 A.M.  
Sunday, 8th, 9.00 A.M.  
Monday, 9th,  
Printed Matter and Sam-  
ples ... .. 4.00 P.M.

EUROPE, &c., India via Taticoria  
(Late Letters 4.00 to 4.30 P.M. Extra  
Postage 10 cents)  
(Letters posted in all the Pillar Boxes  
in time for the first clearance will be  
included in this contract mail.)

Cachar ...

Registration ... .. 3.15 P.M.  
(Registration, with late  
fee of 10 cents, up to  
4.00 P.M.)  
B.O. ... .. 3.00 P.M.  
No late fee.

Swatow, Amoy and Foochow ... ..  
Singapore ... ..

Huiyang ...  
Hinsang ...  
Cheongshing ...

Tuesday, 10th, 9.00 A.M.  
Tuesday, 10th, 11.00 A.M.  
Tuesday, 10th, 11.00 A.M.

Thursday Island, Cooktown, Cairns,  
Townsville, Brisbane, Sydney, Hobart,  
Launceston, New Zealand, Melbourne,  
Adelaide, Perth, Dunedin and Fremantle

Aldenham ...

Tuesday, 10th, 11.00 A.M.

Manila ... ..  
Singapore, Penang and Colombo ... ..

Teau ...

Tuesday, 10th, 2.00 P.M.  
Tuesday, 10th, 5.00 P.M.

Nagasaki, Kobe and Yokohama ... ..  
Choofoo and Noyohwang ... ..

Kumano Maru ...  
Kawakura ...  
Kamo Maru ...  
Chonan ...  
Haiching ...  
Capri ...

Wednesday, 11th, 3.00 P.M.  
Thursday, 12th, 11.00 A.M.  
Thursday, 12th, 3.00 P.M.  
Friday, 13th, 9.00 A.M.  
Friday, 13th, 11.00 A.M.

Swatow, Amoy and Foochow ... ..  
Singapore, Penang and Bombay ... ..

Nikko Maru ...

Friday, 13th, 11.00 A.M.

Manila ... ..  
Cairns, Townsville, Brisbane, Sydney,  
Hobart, Launceston, New Zealand,  
Melbourne, Adelaide, Dunedin, Perth, and  
Fremantle

Loonsang ...

Friday, 13th, 3.00 P.M.  
Saturday, 14th,  
Printed Matter and Sam-  
ples ... .. 9.00 A.M.

SHANGHAI, NAGASAKI, KOBE, SHIMIZU,  
YOKOHAMA, HONOLULU & SAN FRANCISCO

Nippon Maru ...

Registration ... .. 9.00 A.M.  
(Registration, with late  
fee of 10 cents, up to  
9.30 A.M.)  
B.O. ... .. 9.00 A.M.  
No late fee.

Manila ... ..  
EUROPE, &c., INDIA VIA TATICORIA ... ..

Rubi ...

Letters ... .. 10.00 A.M.  
Saturday, 14th, 10.00 A.M.  
Saturday, 14th,  
Printed Matter and Sam-  
ples ... .. 10.00 A.M.

(Supplementary mail on board up to the  
time fixed for departure of the mail.  
Extra Postage 10 cents.)  
Letters posted in all the Pillar Boxes  
in time for the first clearance will be  
included in this contract mail.)

Dolki ...

Registration ... .. 10.00 A.M.  
(Registration, with late  
fee of 10 cents, up to  
10.45 A.M.)  
B.O. ... .. 10.00 A.M.  
No late fee.

The Parcel mail will be closed on Friday,  
the 13th inst., at 5 p.m.

Tyliswong ...

Letters ... .. 11.00 A.M.  
Saturday, 14th, Noon.

Batavia, Cherbon, Samarang, and Sourabaya ... ..

## YOU WON'T BE SATISFIED WITH THE SO-CALLED LAMPS

"JUST AS GOOD AS OSRAM."

## "OSRAM"

LAMPS  
ARE

THE MOST ECONOMICAL LAMPS  
IN THE COLONY.

THE LONGEST AND BRIGHTEST  
LIFE.

AND MANUFACTURED IN GREAT  
BRITAIN.

BUY BRITISH GOODS AND

SAVE 70% OF YOUR ELECTRIC LIGHT BILL EVERY MONTH.  
OSRAM LAMPS STOCKED IN

16, 32, 50, 100, 200 AND 400 CANDLE POWER.

SOLE AGENTS FOR SOUTH CHINA:

**WILLIAM C. JACK & CO., LTD.,**

ELECTRICAL ENGINEERS, CONTRACTORS AND IMPORTERS.

ALSO STOCKED AND SOLD BY

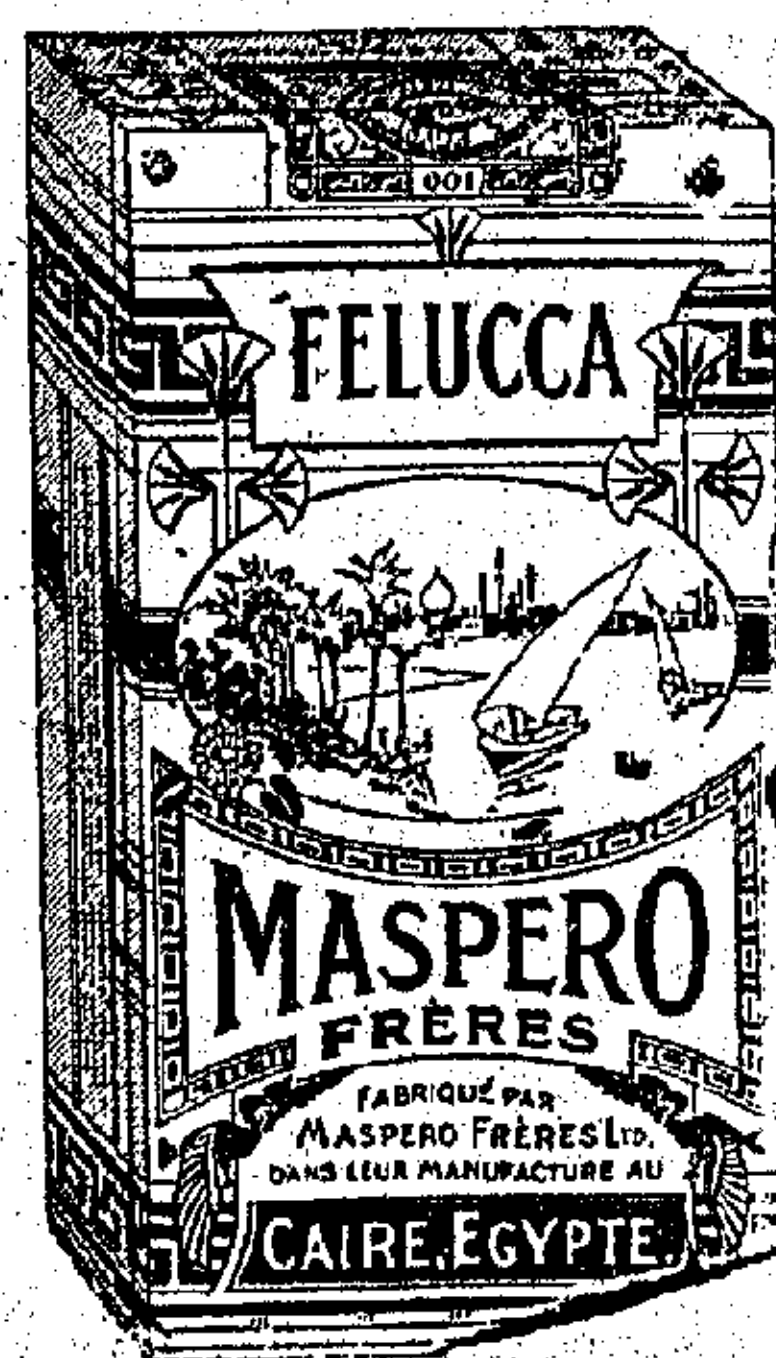
THE HONGKONG ELECTRIC Co., Ltd.

THE DRAGON CYCLE Co.

F. BLACKHEAD & Co.

THE TSANG KWONG Co.

## The Cigarettes of Distinction Bouton Rouge and Felucca



A LUXURY TO  
THE MAN  
OF TASTE.

IN 50'S & 100'S  
HERMETICALLY SEALED BOXES

AT \$4.20 AND \$2.80 PER 100

FROM ALL TOBACCONISTS.



## SHARE LIST.—QUOTATIONS.

Hongkong, May 6th, 1910.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA TIONS CASE.
<b>BANKS.</b>				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$950, sellers
National Bank of China, Limited	99,925	\$7	\$6	\$91.10,
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$10, buyers
China Bank Company, Limited	60,000	\$12	\$12	\$11, sellers
China Light and Power Company, Limited	50,000	\$10	\$10	\$2, sellers
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	\$10	\$83, buyers
<b>COMMERCE.</b>				
Euro Cotton Spin'g & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 135.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$64, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 62.
Loou-Kung-Mow O. Spin. & Weav. Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 78.
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 250.
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$19, buyers
<b>DOCKS AND WHARVES.</b>				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$57, sales
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$57	all	\$60, buyers
New Amoy Dock Co., Limited	10,000	\$63	\$63	\$7, sellers
Shanghai Dock and Engineering Co., Ltd.	35,700	Tls. 100	Tls. 100	Tls. 76.
Shanghai and Hongkong Wharf Co., Ltd.	35,000	Tls. 100	Tls. 100	Tls. 121.
<b>GENIUS &amp; CO., LIMITED</b>	18,000	\$25	\$25	\$10, sellers
<b>GREEN ISLAND CEMENT CO., LIMITED</b>	400,000	\$10	\$10	\$7 1/2, sellers
<b>HONGKONG AND CHINA GAS CO., LIMITED</b>	7,000	\$10	all	\$305.
<b>HONGKONG ELECTRIC CO., LIMITED</b>	50,000	\$10	\$10	\$321, x.d. sales
<b>HONGKONG HOTEL COMPANY, LIMITED</b>	12,000	\$50	\$50	\$107 1/2, sales
<b>HONGKONG ICE COMPANY, LIMITED</b>	8,000	\$25	\$25	\$83 1/2,
<b>HONGKONG ROPE MANUFACTURING CO., LIMITED</b>	5,000	\$25	all	\$160, sellers
<b>INSURANCE.</b>				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$172 1/2, buyers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$115, buyers
China Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$97 1/2,
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$34 1/2, buyers
North China Insurance Co., Limited	10,000	\$215	\$25	Tls. 115, sellers
Union Insurance Society, Limited	12,400	\$250	\$100	\$840, sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$230.
<b>LANDS AND BUILDINGS.</b>				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	\$100	\$103, sellers
Humphreys, Estete and Finance Co., Ltd.	150,000	\$10	all	\$84, sales
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$30, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 111.
West Point Building Co., Limited	12,500	\$50	\$50	\$40, sal. & sel.
<b>MINING.</b>				
Societe Francaise des Charb'ges du Tonkin	16,000	Fcs. 250	all	\$625, buyers
Baux Australian Gold Mining Co., Ltd.	200,000	\$1	18/10	\$84, sellers
Peak Tramways Co., Limited	25,000	\$10	all	\$15, buyers
Philippine Co., Limited	50,000	\$10	\$1	\$1.60, sales
<b>REFINERIES.</b>				
China Sugar Refining Co., Limited	20,000	\$100	all	\$173.
London Sugar Refining Co., Limited	7,000	\$100	all	\$23, sellers
Robinson Piano Co., Limited	4,000	\$50	\$50	\$50, sellers
<b>STEAMSHIP COMPANIES.</b>				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$84, sellers
Douglas Steamship Co., Limited	20,000	\$50	all	\$33, sellers
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	\$15	\$30, sal. & sel.
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	\$5	70 b. L'don
Shell Transport & Trading Co., Limited	2,000,000 def.	\$1	\$1	\$6.10.
Star Ferry Company, Limited	10,000	\$10	\$5	\$26, sellers
South China Morning Post, Limited	5,000	\$25	\$5	\$14 1/2, buyers
Steam Laundry Company, Limited	20,000	\$5	\$5	\$5, buyers
<b>STORES AND DISPENSARIES.</b>				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10.
Wm. Powell, Limited	15,000	\$7	\$7	\$3, sellers
Watkins, Limited	10,000	\$10	\$10	\$34, sal. & sel.
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$64, buyers
Weissmann, Limited	3,000	\$10	\$10	\$10, buyers
United Asbestos Oriental Agency, Limited	9900 only	\$10	\$4	\$12, sellers
Union Waterboat Co., Limited	100 shares	\$10	\$10	\$300.
<b>RUBBERS.</b>				
Singapore and Johore	—	—	—	\$22 (Str.)
Balgonies	—	—	—	\$22 (Sta.)
Pegohs	—	—	—	\$1.
Allagars	—	—	—	31/6 x.d.
Anglo-Malaya	—	—	—	117/6
Castlefields, fully paid	—	—	—	183/
Highlands and Lowlands	—	—	—	11/- prem.
Kamunings	—	—	—	210/
Leobury's	—	—	—	102/6
Lingies	—	—	—	62/6
Sapongs	—	—	—	42/
Shelfords	—	—	—	65/
Sungei-Kapang	—	—	—	130/
United Serdangs	—	—	—	80/
Bukit Kajangs	—	—	—	32/- prem.
Eastern and International	—	—	—	9/
London Ventures	—	—	—	18/
Sumatra Paras	—	—	—	8/6
Meriemans	—	—	—	100/
Batu Tigas	—	—	—	—

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7 1/2 p. annum	Par.

VERNON & SMYTH, Share-Brokers.

## FORTHCOMING EVENTS.

Saturday, 21st May.—Twelfth Annual Ordinary  
Meeting of The "Star" Ferry Co., Ltd.,  
at the Office of Messrs. Gibb, Livingstone  
& Co., 12.15 P.M.

## COMMERCIAL.

EXCHANGE  
CLOSING QUOTATIONS.

ON LONDON:—	May 6th
Telegraphic Transfer	1/3 1/4
Bank Bills, on demand	1/3 1/4
Bank Bills, at 30 days' sight	1/3 1/4
Bank Bills, at 4 months' sight	1/3 1/4
Bank Bills, at 6 months' sight	1/3 1/4
Documentary Bills at 4 months' sight	1/10
ON PARIS:—	
Bank Bills, on demand	227 1/2
Credit, at 4 months' sight	231
ON GERMANY:—	
On demand	184 1/2
ON NEW YORK:—	
Bank Bills, on demand	43 1/2
Credit, at 60 days' sight	45
ON BOMBAY:—	
Telegraphic Transfer	134 1/2
Bank, on demand	135
ON CALCUTTA:—	
Telegraphic Transfer	134 1/2
Bank, on demand	135
ON SHANGHAI:—	
Bank, at sight	74 1/2
Private, 30 days' sight	75 1/2
ON YOKOHAMA:—	
On demand—Pescos	83 1/2
ON MANILA:—	
On demand	76 1/2
ON SINGAPORE:—	
On demand	108
ON HAI PHONG:—	
On demand	63 1/2, pm.
ON SAIGON:—	
On demand	63 1/2, pm.
ON BANGKOK:—	
On demand	263
SOVEREIGNS, Bank's Buying Rate	\$11.10
GOLD LEAF, 100 fine, per tola	\$27.80
SILVER, per oz.	2 1/2

## SIEMSEN & CO.,

Machinery Dept.

Hongkong.

USE ONLY  
F. G. L. Metal  
Filament  
Lamps  
of the  
FELTEN-GUILLEAUME  
Lahmeyer  
Werke.

The F. G. L. Metal Filament Lamps—  
Save 75 per cent. current over carbon filament  
lamps.

Are the cheapest and best in the market.  
Give agreeable white light.

Little risk of breakage.  
Life 2000-3000 hours.

Great constancy of lighting during the whole  
period of burning.

Small pleasing forms, pear-shaped, plain or  
frosted glass.

Will burn in any position.

A number is engraved on each F. G. L. Lamp. Customers are  
advised to keep a record of these numbers, in order to  
prevent substitution of broken for sound lamps.

OPIMUM. May 5rd. **MUNZER**  
&  
**FILS,**  
**BORDEAUX.**

Quotations are:—	
Malwa New	\$2,700/2,730 per picul.
Malwa Old	\$2,740/2,760 "
Malwa Older	\$2,770/2,790 "
Malwa V. Old	\$2,800/2,8